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CONTENTS.

Sixteen Hundred and Thirty to Eighteen Hundred and Forty-Five . . 17
Eighteen Hundred and Forty-Five to Eighteen Hundred and Seventy-Two . 33
Eighteen Hundred and Seventy-Two to Eighteen Hundred and Ninety-Five 53
The Great Fire in Eighteen Hundred and Seventy-Two 106
The Prolific Sources of Our Great City Fires 142
Relation of Construction to Fire Insurance 152
Building Laws and Ordinances 162
Early Building Laws 260
The Building Department of the City of Boston 264
Boston Contractors and Builders 284
Builders' and Contractors' Association 304
Master Builders' Association 314
Plumbing and Sanitation 322
Master Plumbers' Association 334
Boston Architects and Architecture 338
Boston Architects 350
Fire Losses, Valuation and Population 356
The Public Lands Account 360
Those Who Have Built the City 362
Chart, Showing the Increase in Taxable Valuation from Building Improvements, (opposite page) 1
Index to Advertisements and Descriptive Articles 518
Index to Illustrations 523

PREFACE.

THE title of this work is sufficiently explanatory of its aims and object. It is intended as a history of the growth and development of the building interests of the city, with special reference to the progress of the past fifty years. In its preparation, every available source of information that would in any way be of assistance has been consulted. Beginning with the very first building erected on the site of the city, the growth has been traced down through the succeeding years, showing the various changes in the design and construction of buildings, with more detailed descriptions of those most prominent in the history of the town and city, together with such improvements and extensions to the original peninsular as are incident to its building interests.

So far as we can learn, this is the first work to be published, devoted exclusively to this subject, and as it has been prepared with great care should be of unusual interest and value, containing as it does, not only matters of historical interest, but a large amount of information, and reliable data nowhere else to be found accessible to the general public.

Beginning with the year of the great fire in 1872, which marked the beginning of a distinctive era in the growth and development of the city, a careful, and very complete record has been made of all the more notable buildings, both public and private, giving a list of mercantile and public buildings costing $100,000 or more, and residences costing $40,000 and upwards.

Many of these have been described at length in a general way, and in many instances carefully illustrated. Many may wonder why, in giving these illustrations, the new State House extension was omitted, but to such we would state, that owing to the frequent changes that have been made in the plans for this building, no satisfactory drawing could be had from which to make an illustration.

If in connection with the real subject of the work, we have occasionally inserted matter, which, at first might seem foreign to the text, such for instance as many of the hotels, theatres, etc., that are not directly in line with the building interests, it must be remembered that, whatever has tended to increase business, and draw the attention of the public at large to the city, has had its influence in promoting its growth and development, and no other class of buildings have contributed more in a general way toward beautifying and building up the city.

To one feature of the work we would call particular attention. Herein will be found a complete record of the building laws of the city, together with a sketch of the department of Building Inspection, and many matters relating to the construction, and maintenance of buildings, sanitation etc., also several valuable tables of statistical facts, especially prepared from official records which will be found of great value.

As far as possible, the more notable and historic buildings have been illustrated. Many of the old school buildings shown have been superseded by modern structures, of which a few have been illustrated.

In conclusion we would call attention to the sketches of the various firms and individuals, who have in one way or another contributed to the building up of the city. These sketches have all been submitted to the parties to whom they relate, and they have had an opportunity to make such additions or alterations as they deemed expedient, and if there are those of whose business no descriptive article appears, the omission is due to the fact that the sketch submitted for their approval and correction was not returned to the publisher.

For a great deal of the information and many interesting facts contained in the work, we are indebted to the hearty co-operation of many of the well known citizens of Boston, as well as to the many valuable historical works, and especially to the newspapers which have given free access to their valuable stores of information on current subjects not recorded in the historical works. From this source were obtained many interesting sketches not otherwise obtainable.

While it has been our earnest effort to make the work as complete as possible in a single volume, we are aware that there is much more that might be written upon the same subject, and it is sent forth, with the consciousness that whatever defects or deficiencies may be discovered, the author has spared no pains, to make it as rich in facts, as complete in description, as truthful and accurate in record, and as readable as possible.

THE AUTHOR.

BOSTON, 1895.

A Half Century of Boston's Building.

INTRODUCTORY.

1630 TO 1845.

IN order to properly introduce the reader to the general subject of this book and to set him as it were at the starting point of our view — Boston fifty years ago — it is proposed in this opening chapter to give a brief survey of the development of the city from its foundation to the year 1845, with some remarks upon the more important buildings which were erected during that period, and a brief description of the buildings which composed the city at that time.

It is well known that when the first settlers of Boston, under the leadership of Governor Winthrop, fixed upon the point of land which they called Charlestown in honor of Charles I, for a town site, there was then within the original limits of the town of Boston one English gentleman. Mr. William Blackstone, living on what was then known as Shawmut, was thus the owner of the first building in Boston; and, as he seems to have lived entirely alone and undoubtedly erected his house or cottage without other aid than what he may possibly have derived from his Indian neighbors, he is entitled to some consideration as the first builder in Boston.

The greater part of Mr. Blackstone's life is shrouded in the obscurity which he seemed to court. A man who preferred solitude to society, and who, as soon as the new settlers of Boston began to increase in numbers, removed farther into the wilderness, he was apparently not over-communicative, even to his new neighbors, as to the events of his previous life.

From Edward Johnson's notice of him ("Wonder-working Providence," p.20) it would appear he was a clergyman of the Church of England, and he is supposed to have been a graduate of Emanuel College, Cambridge, where he received his bachelor's degree in 1617 and his master's degree in 1621. He probably came to this country with Capt. Robert Gorges in 1623, and may have gained his title to Shawmut by lease or purchase from Gorges. When or however he came, he had a title which Winthrop and his party respected, since they bought his lands.

The new settlers passed few less fortunate days than those of their residence in Charlestown. Sickness, lack of food and water soon discouraged them and made them seek for a new location whereon to found their dwellings. At this time Mr. Blackstone, becoming acquainted with their needs, visited them and advised them to remove to his peninsula. This advice was speedily followed, and in less than two months from the time of their arrival the greater part of the settlers had passed from Charlestown to Shawmut and had begun the improvements necessary for the reception of the rest. When Mr. Blackstone invited the colonists to become his neighbors he probably had no thought of betaking himself to other and less

civilized surroundings; but after four years of their company he sold his estate, and in 1634 removed to Rehoboth. As he is said to have told his neighbors that he "left England because of his dislike of the Lord Bishops but he found that he did not like the Lord Brethren any better," it seems reasonable to suppose that this hermit of the new world was in favor of a broader and more tolerant freedom that was yet known either to cavalier or roundhead, priest or puritan. The remainder of Mr. Blackstone's life was spent in Rehoboth. In 1659 he was married by Governor Endicott to Mary, the widow of John Stevenson of Boston, with whom he lived until her death in 1673. Mr. Blackstone died two years later, leaving one son, through whom it is said that he is to-day the ancestor of a quite numerous posterity. Thus lived and died William Blackstone, not only first settler and the first builder of Boston, but in a true sense the founder of that city, since it was by his efforts that Governor Winthrop and his party were induced to remove thither from their Charlestown settlement.



ILDING FORMERLY CORNER
K SQUARE AND ANN STREET
(NOW NORTH).

As to Mr. Blackstone's house less is known than as to his life. The nature of the improvements in his place were such as to authorize a belief that he had lived there seven or eight years. Its location was long a contested point among Boston antiquarians; but the question was practically settled by the late Nathaniel I. Bowditch, who asserts that it was at the bottom of Beacon Street, bounded southerly by the Common and westerly by the Charles River. The house itself must, from the exigencies of its construction, have been a rude affair at best, and one little calculated to be compared with the stately and elegant buildings which now occupy Beacon Street and its surrounding territory; yet such a comparison would undoubtedly best illustrate the progress of two and one-half centuries of Boston's buildings.

In the other portions of the territory now included in the city limits of Boston there were houses or habitations which antedated the settlement of Winthrop's party, but probably none older than that of Mr. Blackstone. Those who arrived in Charlestown in 1629 found Thomas Walford "living in an English house, palisadoed and thatched, situate on the south side of the westernmost hill of the East Field, a little way up from the Charles River side" (probably on Breed's Hill, near the water). Two years after, he was driven away by the authorities of Massachusetts, probably for his heretical opinions; thus proving that the question of priority of title did not greatly trouble our doughty puritan ancestors.

Mr. Samuel Maverick seems to have been the first house owner in East Boston (Noddle's Island), where he was located before 1629; and he is mentioned in many places in the early chronicles for his liberal hospitality to the new settlers, many of whom were entertained at his home. In fact he was put to some trouble in 1641 through his hospitality, being fined £100 (a part of which was afterward remitted) for admitting to his house two persons who under accusation of crime had escaped from custody.

The first houses in Boston proper were nearly all built along the highway to Roxbury (now Washington Street), and upon Tremont Street north of what is now Winter Street.

There were also a few on the "way leading from the orange tree to the ferry" (now Hanover Street) and the "lowermost highway" (now North Street).

The limits of the town for the first twenty years were within the space bounded northerly by what is now Prince Street and southerly by Eliot Street. There was, during this time, scarcely a building west of the present Tremont Street. The water, of course, formed the natural boundary on the east. The main streets above mentioned were crossed by a few other short ones, and there were a few houses here and there around the great cove and near Milk and Summer streets and Corn Hill (now Fort Hill).

As the first settlers of Boston were mainly people of good family and accustomed to substantial residences in England, when they commenced building in the new town it was generally in the shape of comfortable frame houses; indeed, there were a few houses of brick and stone built very early. Mud houses were only known in the earliest days of the town and were then occupied only by the poorest of the citizens.

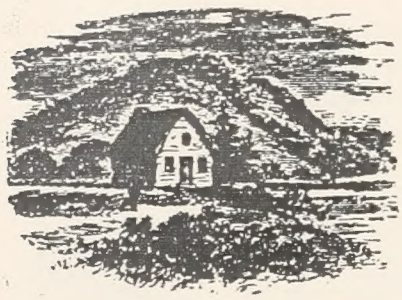
The houses at first were one story in height, with thatched roofs; but it was not long before those who could afford a more pretentious dwelling began to build their houses with two stories in front and a slanting shingled roof running to within one story above ground in the rear. Double (hipped) roofs came afterward into fashion, and the projecting stories (or jetties) ornamented with pendills at the corners were introduced after the great fire of 1679. At this time new styles of building began to appear, the houses with jetties being frequently rough cast, covered with cement, or pebbles or broken glass; and gables and towers began to be used. Three-story brick houses with arched window caps were now first erected, probably because it became necessary to guard against the fires which had become frequent and dangerous.

These older houses were generally built about a large central chimney, which gave a capacious fireplace to every room and an oven to the kitchen.

The fireplaces, which were quite large enough to accommodate a whole family around the hearth, were paved with squares of baked clay, and, in the sitting-room or parlor, usually adorned with small Dutch tiles (frequently decorated with scriptural illustrations), and each had its mantel-shelf. The entrance to the house was usually through a little porch which led into a small entry, through which small doors opened into the front rooms, one of which was used as a parlor, or oftener as a sleeping chamber for the old folks. The other was the living room, and became work-room, sitting-room or dining-room as needed; and through this one entered the back part of the house, which was divided off into kitchen, pantry, dairy, and frequently several chambers. The spinning-wheel and loom, indispensable adjuncts of housekeeping in those days, occupied a part of the garret or second story (if there was one), and the remainder was given up to lodging and store rooms. There were comfortable window seats, built to eke out the chairs, beneath windows glazed with tiny oblong or lozenge-shaped panes of thick and uneven glass, and the china and household ware was stored in buffets built in the corner of the room.

Probably there is not a single building now standing in Boston in which this interior arrangement can be seen, and in 1845 the building at the corner of Ann (now North) Street and Dock Square was the only one standing which partook in any considerable degree of the architecture prior to 1700. The description of this building (Dearborn's "Boston Notions,"

p. 39) states that "the original timber still (1848) supports the building and the peaks of the roof are the same. The rough-cast plastering has broken glass imbedded in it, on which the storms of 168 years have made but little impression; the building is 32 feet in length and 17 feet wide. . . . Bendall's Cove covered the whole of Dock Square up to the end of Brattle Street, and the tide-waters rose, on the south and southwest sides, to the narrow side-walk of this building."



FIRST HOUSE IN BOSTON.

Unfortunately this last remnant of the seventeenth century has disappeared before the march of improvement in business properties. It was demolished in 1860 to make room for a larger and more pretentious modern structure.

The first church (or meeting-house, as it was then called) in Boston was erected in 1632, divine services prior to that time being held in private houses. It stood on the site now occupied by Brazer's block, on the south side of State Street, and probably remained standing about nine or ten years. It is said to have had mud walls and a thatched roof, and no further information in regard to its appearance or dimensions appears to be on record. In 1640 a new meeting-house of wood was erected upon Washington Street, where the Rogers building now stands. This building was destroyed by fire seventy-one years later. About two years later, on the same site, was built a substantial brick church, which stood until 1808, when it was torn down and a new building erected in 1808 on Chauncy Place.

The second church, called also the "Old North," was burnt "to ashes" in 1676, and rebuilt in 1677. Both of these edifices were of wood. This latter building was torn to pieces for firewood by the British, during their occupancy of the city at the time of the Revolution; after which its parish united with a church then known as the "New Brick," which had been built in 1721. The successor to this church, built of stone, in the Gothic style of architecture, was dedicated on the 16th day of September, 1845. Among the pastors of this church prior to that date were Samuel, Increase, and Cotton Mather, Henry Ware, Jr., and Ralph Waldo Emerson.

In 1652 money was first coined in Boston, the General Court authorizing John Hull and Robert Sanderson as officers for "melting, refyning, and cojning of silver." Steps were then taken to erect a "mint-house," and it was ordered that the "sajd mint-house should be sett vppon the land of the sajd John Hull;" and when he should cease to be mint-master, the county was to have the ground on which the house stood, at the valuation of "two indefferent men equally chosen by the Countje and sajd John Hull."

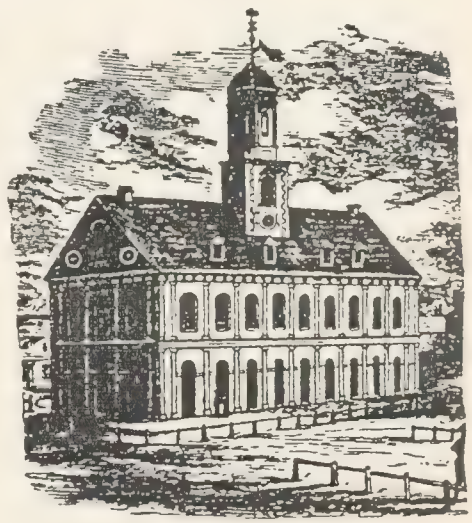
Decidedly the most important ancient landmark in Boston is the Town House, now known as the old State House; and for that reason, as well as from the fact that it stands to-day as closely as possible in its original shape, it merits more than a brief notice. As early as 1634 a lot was set apart for a market-place, on State Street, in front of the first meeting-house, and recorded in the Book of Possessions in 1645. This spot was encircled, as at present, by two arms of State (then King) Street, and nothing of its original dimensions has been taken away. During the time prior to the erection of the Town House all public or town meetings, as well

as the general and great quarter courts, were held in the meeting-house. On the southerly side of State Street, at the corner of Washington, lived Capt. Robert Keayne. This gentleman died in 1656, and proved by his will that he had justly been considered a public-spirited friend of the city. One of the founders of the Ancient and Honorable Artillery Company and a prominent merchant, he left at his death some £4,000 — then considered an enormous fortune — and which he devised by a will of 158 folio pages written with his own hand (the work of three years!). Providing for his son with one-half of his fortune, the other half was devoted to various public uses; viz., £300 for the Town House, £100 for the Granary, £50 to the free school, £50 to the poor of his church, £100 to Harvard College, and many other bequests and legacies.

The £300 to be laid out in building a conduit and a market-place were to provide a "convenient room or two for the courts to meet in . . . and a convenient room for a library and a gallery or some other handsome room for the elders to meet in; also a room for an armory." There was also to be a room for merchants, masters of ships and strangers.

The selectmen began to take action respecting the legacy in 1657, appointing a committee "to consider of the modell of the town house to bee built . . . . as also to take subscriptions of the inhabitants to propagate such a building."

Edward Hutchinson and John Hull were appointed commissioners to attend to the erection of a Town House, and they agreed with Thomas Joy and Bartholomew Bernad to erect the building for £400 — £100 of which was to be raised by subscription; but as the work progressed it was discovered that more money would be needed, and £367 11*s.* was contributed by about one hundred citizens of the town. The final cost of the Town House was £680.



FANEUIL HALL.

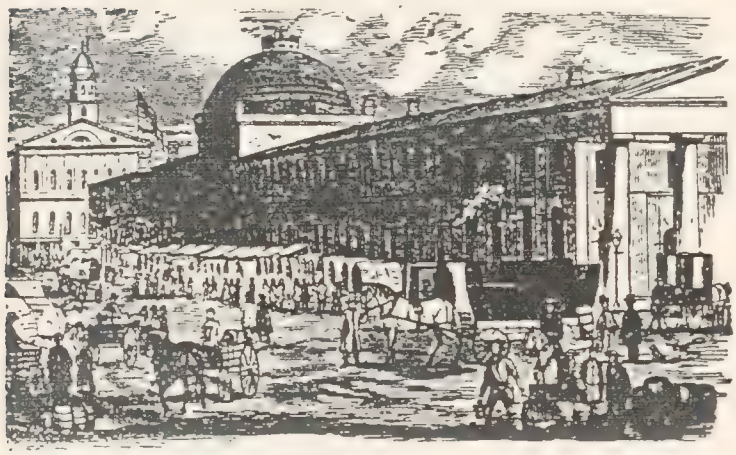
Unfortunately no picture of this first Town House is preserved. It is 36 feet wide and 66 feet long, and erected upon 21 pillars, 10 feet high, projecting 3 feet over the pillars on each side. There was a walk on the top, about 15 feet in width, with two turrets, and railings about the walk. The details in the specification show that the town exercised care to obtain a good and substantial building.

The first Town House was completed some time prior to March, 1659, as at that time the selectmen passed an order that no one should smoke or bring fire under or about the Town House. It was repaired in 1667, by order of the Legislature; and in 1671 "a firm whole wall to the bottom of the braces with brick or stone" was ordered, to prevent "inconvenience by rotting the timbers, etc." The lower portion of the building appears to have been partitioned off into shops, with a large space reserved for daily exchange. Upstairs were three rooms; one for Governor and Council, and one for the Representatives, and some anterooms.

In 1711 the first building was destroyed in a terrible conflagration. In it had presided

Governors Endicott, Bellingham, Leverett, Bradstreet, Andros, Phips, Stoughton, Bellomont, and Joseph Dudley. It was the centre of the revolution when the colonists, hearing that William of Orange had landed in England, rebelled against King James and imprisoned his Governor. Although success in the English revolution secured immunity for these Boston rebels, yet the participants here were ignorant of its result and for more than a month were avowed rebels. Thus was the old Town House the veritable cradle of liberty, and there is no doubt that this early struggle for rights greatly influenced the after history of the city and the nation of which it is now a part.

After its destruction in 1711 the Legislature was at once petitioned for "Advice and Direction for the Restoring and Rebuilding of the House for Publick Uses and about the place where to set the same." After some preliminary suggestions by committee the Legislature voted, in March, 1712, that the building be not more than 112 nor less than 110 feet in length; and in November of the same year that the committee "fit the East Chamber for the Use of His Excellency the Governor and the Honorable the Council, the Middle Chamber for the House, the West Chamber for the Superior and Inferior Courts," and that "there be but two offices below stairs in the Province and Court House now building in Boston, one for the Secretary, the other for the Registry of Deeds."



GRANITE MARKET HOUSE AND FANEUIL HALL.

This was the building which is still standing. Its architect and builder are unknown, but its architecture shows markedly the "Queen Anne" influence. Neither the fire of 1747 nor the changes in the building have in any way affected its exterior walls.

In this chamber presided, from 1711 to 1747, Governors Joseph Dudley, Samuel Shute, Jonathan Belcher, and William Shirley, together with Lieutenant Governors William Tailer and William Dummer, Acting Governors; and here was planned the capture of Louisburg.

After the fire of 1747 the rebuilding was done at the charge of the State, county and town — one-half to the State and the remainder equally between the town and county. All the features of this building have been restored and may be seen by anyone who will take the trouble to examine it.

However, prior to the fire of 1747, the town had ceased to regard the Town Hall with undivided pride. In 1740 Peter Faneuil, in view of the need of the town for a market, offered to build such a house at his own charge and present the same to the town. At the town meeting to which the acceptance of this generous proposal was left, a bare majority of 7, out of a total of 727 votes, declared in favor of its acceptance. About two years elapsed

before it was finished, and then the town books and papers were moved thereto — Faneuil Hall became the Town Hall, and the building on State Street became the *State House*.

At a town meeting held in Faneuil Hall soon after its completion the people atoned for their rather ungracious acceptance of the gift by a vote of thanks, Mr. Faneuil having "at a very great expense erected a noble structure, far exceeding his first proposal inasmuch as it contains not only a large and sufficient accommodation for a Market-place but has also superadded a spacious and most beautiful Town Hall over it, and several other convenient rooms, etc." At the same time it was voted, "that in testimony of the town's gratitude to Peter Faneuil, Esq., and to perpetuate his memory, that the Hall over the Market-place be named Faneuil Hall and at all times hereafter be called and known by that name."



MUSEUM COR. OF BROMFIELD ST.

The original Faneuil Hall was of brick, 100 by 40 feet, and finished so elegantly as to be an ornament that the town might well be proud of. It was destroyed by fire in 1761, and was rebuilt by the town in 1763, a cut of this second building being shown. In 1775 it was used by the British as a theatre, until they were obliged to evacuate the town the following year. In 1805, the need being urgent for a more spacious public building (the Old South Church had been frequently used in cases where large meetings were held), Faneuil Hall was enlarged to its present dimensions.

To return to the old State House: During the succeeding years there were some minor changes made in its form, but it continued substantially the same until the new State House was erected on Beacon Hill. Then the courts were transferred to the old Court House, on Court Square, and the building let to various tenants. After a dispute with the State as to title to sell the property, the Commonwealth's interest in the premises was purchased by the town, and the building was thereafter let for business purposes until 1830, when, Boston having become a city and requiring a City Hall, it was decided to use the old State House for that purpose. It was remodeled by Isaiah Rogers and William Washburne, the addition being patterned after Greek models. It had narrowly escaped destruction by fire in 1826, and in 1832 it caught fire, but fortunately the damage was small.

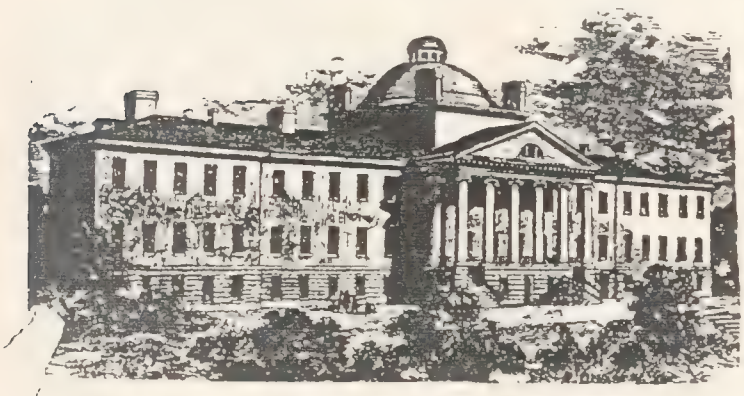
After the removal of the City Hall to its School Street site the building was again abandoned to trade and rapidly deteriorated — being defaced by signs and an unsightly mansard roof, while the rooms were greatly subdivided by partitions. In 1881 the city government authorized its restoration, which was happily accomplished, and the old building stands to-day as a relic of the later colonial days, and is occupied as the home of the Bostonian Society's collections of antiquities.

Among the most distinguished of the old houses of Boston was the Old Province House, so called on account of its age, and also because it was used as a residence by the Provincial Governors of Massachusetts. It was originally built for a private residence by Peter Sargeant, Esq., a wealthy Boston merchant, and was completed in 1679, at which time Mr. Sargeant affixed upon the famous iron balustrade over the front door the inscription —

16 P. S. 79

After Mr. Sargeant's death, which occurred in 1713-14, his widow offered the place for sale, and it was purchased by the Province in 1715, as a residence for the newly appointed Governor, Elizeus Burgess, Esq.

When the house became the property of the Province it was a magnificent building, spacious, elegant, and convenient, with the most beautiful surroundings of any mansion in the town. It was a three-story brick building, with high roof and a tall cupola, which was surmounted by an Indian chief with a drawn bow and arrow, made by Deacon Shem Drown — who also made the grasshopper on Faneuil Hall. The approach to the house was over a stone pavement, and by a long flight of stone steps, into a doorway as magnificent as those of many a royal residence in Europe. Enormous and beautiful shade trees added much to the elegance of the scene, while the fence in front of the yard was of highly ornamental pattern, and at each end, on the street, stood small buildings used as porter's lodges.



THE MASS. GENERAL HOSPITAL, BLOSSOM ST.

But Colonel Burgess never came to America to perform the duties of his office, which he resigned in 1716, and Hon. William Tailer, the Lieutenant Governor, acting in his place, was thus the first occupant of the mansion house; while Col. Samuel Shute, who received his appointment in October, 1716, was the first Governor to occupy this elegant state residence.

After the departure of the last Royal Governor, Lord Howe, on March 17, 1776, the building was used for the accommodation of the officers of the American army; and in 1796, after the erection of the new State House, it was sold to John Peck, who, being unable to make payment, reconveyed the estate, in 1799, to the Commonwealth. In 1811 it was granted, by Act of Legislature, to the Massachusetts General Hospital, by whose trustees it was leased to David Greenough, Esq., in 1817, for a term of ninety-nine years.

From this time on it was put to all sorts of purposes. The trees were removed, and a row of brick buildings, built upon Washington Street, excluded it from view. For some time it was conducted as a tavern by Thomas Waite, and in 1851 the whole building was changed in appearance, having been remodeled inside to accommodate a company of vocalists and the outside covered with yellowish mastic. The old furnishings were sold and scattered, and the change was hardly less than was apparent after the fire of 1864, which destroyed the building, leaving only its walls standing. The building was repaired, but without retaining a feature of the old house, which then vanished from sight and has since been slowly fading from memory.

Passing with a bare mention of the birthplace of Franklin in Milk Street, which was destroyed in 1810, and the Green Dragon Tavern, in which the patriots of the Revolution

used to meet, and which served as Boston's Masonic Hall in the olden time, until it was taken down in 1828, a word is due to the old stone house in Cross Street, which, at the time of its demolishment in 1864, was probably the oldest building remaining in the city. Although to a casual observer it appeared to be a wooden house, it was in reality built chiefly of broken stone. Low in structure, a portion only containing two stories, with massive chimneys, built on the outside of the building, outer portions of the house were covered with thick slatestone at the top of each story, while the back part of the house was a wooden "lean-to" erected some time later than the main part of the building. It was originally known as "the Stone House of Deacon John Phillips in the Cross street," and was taken down by the city (to whom it had been devised by its late owner, Elisha Goodman, Esq., in 1849) for the purpose of widening Cross Street.

The year 1712 was marked by the erection of two buildings which are both standing to-day and both in a good state of preservation. The old State House has been already described, and a building which is of equal age now demands more than a passing notice.

Probably no building in Boston is more generally known than the "Old Corner Bookstore." The site upon which this building is located came, very early in the history of Boston, into the possession of Mr. William Hutchinson, the husband of the famous Ann, and who was obliged, on account of his wife's theological views, to depart from the jurisdiction of Massachusetts, finding a refuge in Rhode Island. After passing through several hands it came into the possession of Mr. Thomas Crease, an apothecary, in 1707, and in the great fire of 1711 the buildings thereon were burnt to the ground. Soon afterward Mr. Crease erected the brick building which is standing to this day, and which he probably used as a dwelling-house, with a small shop on the Cornhill side. In 1789 it was occupied by Mr. Herman Brimmer, merchant, and Mr. John Jackson, broker, and was also Mr. Brimmer's residence until 1800. In 1817 the front part of the building was occupied by Dr. Samuel Clarke (father of Rev. James Freeman Clarke) as an apothecary shop, while he resided in the rear portion, and after 1828 the building was leased to Messrs. Carter & Hendee for a bookstore; and, although there have been several changes in the tenants, the business has remained the same.

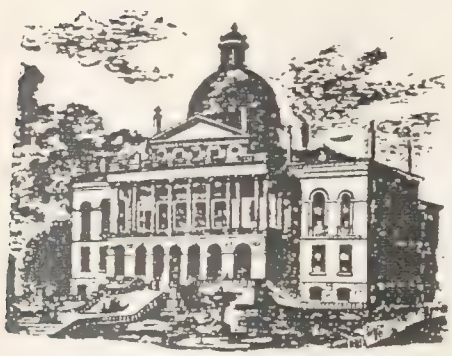


OLD STATE HOUSE.

Returning again to the churches of Boston, there are three old landmarks which deserve especial mention. They are Christ Church, King's Chapel, and the "Old South Meeting House."

The first of these is the oldest church edifice now standing in Boston, and was built by Episcopalians in 1723. It is of brick, 70 by 50 feet in size, and with steeple 175 feet high. It was also formerly known as the "North Church." The present steeple is an accurate representation of the original, which was blown down in 1804, and contains a fine chime of eight bells, the first cast for British North America. The interior decoration of the church is unique, and it contains furnishings taken from a French vessel by a British privateer in 1746, and presented to the church. The Bible, prayer book, and silver now in use were presented by King George II in 1733, while the church secured immortal fame in the history of the Revolution by the lanterns which Paul Revere displayed from its tower.

The Old South Meeting-house, at the corner of Washington and Milk streets, is most closely associated with the history of the struggle for independence. The society was organized in 1669, and a wooden meeting-house was erected soon after, which was taken down in 1729 and the present brick structure built on the same spot. Here Franklin was baptized, Whitefield preached, Warren delivered his oration in the Boston Massacre; the "tea party" started from its walls, and here annual election sermons were preached for many years. So closely was the building identified with the patriot cause that the British soldiers who occupied Boston took pleasure in degrading it to a riding school. It was providentially spared from the great fire of 1872, which burnt all around it, and almost as miraculously has thus far been preserved from the equally dangerous march of modern improvement. It has not been used for divine worship since the erection of the society's new edifice in Copley Square.



THE STATE HOUSE, BEACON ST.

King's Chapel, at the corner of School and Tremont streets, now a Unitarian church, was the first Episcopal church in New England, its society having been organized in 1686 and a little wooden church erected. This structure, enlarged in 1710, was taken down in 1754 and replaced by the present structure. Its interior is very quaint, preserving the old-fashioned high box pews, and high pulpit and sounding-board.

Among the other churches standing in 1845 were a few which will give a slight idea of what was, at that time, the popular taste in ecclesiastical architecture. St. Paul's Church, built in 1820, is of Grecian style architecture, with Ionic columns, and is built of gray granite, with portico and columns in Potomac sandstone. In 1810 the Hollis Street Church, since partially demolished and partially remodeled into a theatre, and the Park Street Church, at the corner of Tremont and Park streets, were both built; and the West Church, at the corner of Lynde and Cambridge streets, had been built since 1806. Coming down more closely to the period our work commences, we find the Bowdoin Square Baptist Church, 98 by 73½ feet, which cost $70,000 and is a solid looking building with front of unhammered granite, and which was built in 1840; while the Mt. Vernon Church, on Ashburton Place, was dedicated in 1844. In this church Dwight L. Moody was converted.

The first school in Boston was, it is well known, the little one-story building which stood where the City Hall now stands, and which, organized in 1635, is to-day alive and thriving under the name of the Boston Latin School. Moving across the street to the present location of the Parker House, it came thence in 1844 to the granite building wherein many of our readers obtained their classical education, and where it remained until the dedication of the magnificent new building in 1881.

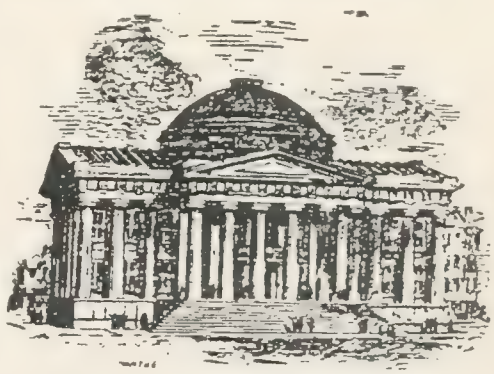
The Public Library was not opened until 1854; but the Boston Athenæum, which resulted from a reading-room established in 1807 by the Anthology Club, was, in 1845, located in Pearl Street, where it remained until the completion, in 1849, of its present building on Beacon Street.

Among the public buildings which have not as yet been mentioned, the State House is the largest and most important. It stands on the summit of Beacon Hill, on a lot which was formerly Governor Hancock's cow pasture. The corner stone was laid in 1795 by Paul Revere as grand master of the Masonic fraternity, and with an oration by Gov. Samuel Adams. The building is oblong in shape, 173 by 61 feet, of the Corinthian order of architecture, and surmounted by a dome. Its total height is 110 feet, and the lantern is over 200 feet above sea level. The turfed terrace in front of the building is adorned with two fountains, and statues of Webster and Horace Mann. The original cost was over $133,000; but many expensive improvements and additions have since been made, one of the most imposing of which was the gilding of the dome in 1874. A succession of stone terraces, ascending from Beacon Street, approach the main entrance, through which Doric Hall is entered, which contains the battle flags returned from the Civil War, and tablets, statuary, and guns. A more complete description of the interior of the building can be better given when the additions of 1894–5 are described.

The Custom House, a large building of granite, in the form of a Greek cross and in the Doric style of architecture, was begun in 1837, but not finished until 1849, at a cost to the United States Government of over $1,000,000. It will be described more fully in its place.

The old Court House, on Court Street, surrounded by Court Square, is a solid and gloomy granite building, which was erected in 1833, at a cost of about $200,000, and was used until the completion of the new Court House, on Pemberton Square, in 1891. It consists of three stories and a basement, and covers an area of 176 by 54 feet. On the Court Street front is a Doric portico, supported by four fluted pillars, each of which weighs 25 tons. From this place Anthony Burns was returned to slavery, and many other historic events have occurred about its walls.

The building on the northern corner of Tremont Street and Temple Place was erected in 1832 as a Masonic Temple. It is built of Quincy granite, and, as originally constructed, had two towers, 16 feet square and 95 feet high, surmounted by battlements and pinnacles, while the rooms of its five stories were lighted by long arched windows. After the erection of the new Masonic Temple, in 1867, the building was used by the United States Courts until their removal to the Post Office building, after which the building was sold for business purposes, and by slight alterations and raising turned into a spacious and handsome dry-goods store.



THE CUSTOM HOUSE, STATE ST.

The Massachusetts General Hospital, which is to-day one of the most complete and perfectly organized of its kind in the United States, bears also the distinction of being, with one exception (the Pennsylvania Hospital), the oldest. It was incorporated in 1811 by a number of public-spirited citizens, at which time the corporation was granted the estate of the old Province House in fee simple, on condition that $100,000 be raised by subscription within ten years, which was done. Three life insurance companies, which were incorporated between 1818 and 1845, were required to pay to the hospital one-third of their net profits, and

many gifts and bequests were received from private citizens. The hospital stands at the west end of McLean Street, on what was formerly Prince's pasture. The main building, built in 1821, is of Chelmsford granite, fitted for use by state prison convicts, and was considered the finest building in New England at the time. In 1846 it was enlarged by the addition of two large wings, and other improvements and additions have been since made; among them the construction, in 1873-75, of the four new pavilion wards, named the Jackson, Warren, Bigelow, and Townsend wards, in honor of the four doctors who had rendered most valuable services to the hospital.



BOSTON DISPENSARY, BENNET AND ASH STREETS.

The Boston Dispensary, founded in 1796 and incorporated in 1801, is also the oldest institution of its kind in the city, and the third oldest in the country. Its central office occupied an old dwelling-house at the corner of Bennet and Ash streets, while it has since extended its branches all over the city. The building used by the Dispensary is also useful as giving a good representation of the old mansion house of the North End of the early part of this century.

The Boston Female Asylum, which was instituted in 1800 by a number of eminent ladies for the relief, instruction, and protection of female orphan children, originally occupied a building on Lincoln Street, but in 1846 removed to the building on Washington Street, at the corner of Asylum Street, which building they still occupy.

The Merchants' Exchange building, which was on State Street, was erected in 1842; the building extending, with a public walk or thoroughfare throughout its entire length, 170 feet, into Lindall Street. In 1845 this building contained the Boston Post Office, a public reading-room, a *table d'hote* hotel under Ferdinand Gori, and various offices for public concerns.

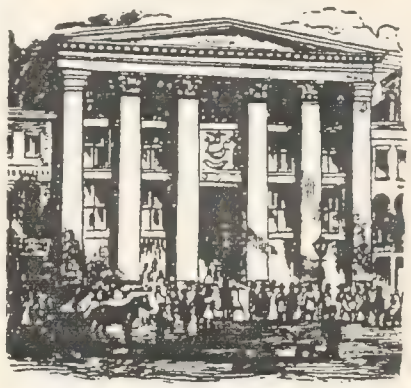
The hotels and places of amusement remain to be mentioned. According to a list published in Dearborn's "Boston Notions" there were some eighty-five "public-houses" in the city at that time. Among those which are still in existence under the same name will be found the Adams, American, Merrimac, Quincy, and Revere houses, the United States Hotel, and — but alas! no, the Tremont House cannot be included in our list, as it has just joined with the illustrious company of martyrs in the shape of glorious old landmarks devoured by the rapacious greed of the modern building craze.

The Federal Street Theatre, which was built in 1793, and which had passed through a checkered existence — being alternately opened as a theatre and closed on account of lack of profit — was, in 1845, being put in readiness for a theatrical season; and the old Miller Tabernacle, after witnessing the disappointed hopes of the anxious Adventists, had been let to a company of Ethiopian singers (negro minstrels), and they were exhibiting in 1845.

In 1832 a building of wood was erected on the corner of Portland and Travers streets for equestrian performances. The enterprise was not a success and the building was remodeled, and, under the name of the Warren Theatre, was successfully conducted by Mr. William Pelby, who eventually built the large "National Theatre," occupying some 16,000 feet of land. This was erected in 1836, and was, in 1845, the principal theatre in the city.

The Boston Museum, established in 1841 by Moses Kimball, occupied a building on the site of the present Horticultural Hall, covering 16,000 feet of land; the lower story being occupied by five stores, while the Museum hall occupied the remaining three stories. The front of the building was ornamented with Corinthian pillars. The present home of the Boston Museum was in process of construction in 1845, and was occupied in the following year.

The general topography of the town did not change greatly until after the Revolution. Towards the end of the last century, in 1784, Shurtleff relates, the North End, which had then "begun to lose its former prestige and gave unquestionable evidence of decay and unpopularity," contained about 680 dwelling-houses and tenements and six meeting-houses; "New Boston," now called the old West End, and including Beacon Hill, about 170 dwelling-houses and tenements; and the "South End," then extending from "Mill Bridge," in Hanover Street, over the old Canal, to the fortifications on "the Neck" near Dover Street, about 1250 dwelling-houses, ten meeting-houses, all the public buildings, and the principal shops and warehouses. Some of the mansion houses in this part of the city, according to Shurtleff, would have been considered magnificent in his time.



THE MERCHANT'S EXCHANGE, STATE STREET.

Charles Street was laid out in 1803, and this proved to be the beginning of a steady growth, which led up to the great improvements of the elder Quincy's administration as Mayor, after the town had become a city. In the meantime Dorchester Neck and Point were laid out, in 1804. The greater part of what is now South Boston was annexed and the city was incorporated.

Under the administration of Mayor Quincy, from 1823 to 1829, was built the Quincy Market-house (which was officially called the Faneuil Hall, and thus was the cause of much confusion); six new streets were opened and a seventh was enlarged; the city acquired flats, docks, and wharf rights amounting to 142,000 square feet — all of which was accomplished without any tax debt or burden upon the financial resources of the city, and which largely added to its productive property.

Foremost among the dwelling-houses standing in Boston in 1845, as an example of the finest mansion house of the later colonial and revolutionary periods, but which unfortunately has been sacrificed to the march of modern improvements, was the "Hancock House." The house was built in 1737, on what afterwards became Beacon Street, by Thomas Hancock, Esq., who, dying in 1764, left this mansion with the bulk of his property, to his nephew, John Hancock. Here lived the Alcibiades of the Revolution, with his equally famous wife; this house being, through the days of the Revolution and the early days of the Union, the centre of Boston's most brilliant society, while it was also, during Hancock's term as Governor, the executive mansion. In 1859 a strenuous effort was made in the State Legislature to purchase the house for a residence for the Governor, or any other public purpose, but the project failed; and finally, in 1863, the house was sold and demolished, two large stone mansion blocks being erected in its place.

The first block of buildings erected in Boston was that called the "Tontine" Block, in Franklin Place; which was a quagmire and deemed useless until 1792, when it was drained and laid out as a garden. In 1793 a syndicate was formed for the purpose of making investments in real estate; and, as a result, the corner stone for two crescent rows of sixteen buildings each, of three stories height, was laid, and the buildings erected about an elliptical grass plot of 300 square feet, in the centre of which was a monumental urn to the memory of Dr. Franklin.

The second row of brick buildings erected in Boston was on the west side of Court Street, between Howard Street and Bowdoin Square, and was called West Row. This was in 1800, and South Row, next to the Old South Church, was built at the same time, and North Row, on the west side of Ann (North) Street, in 1802; while four buildings next to the Park Street Church were erected about the same time. By the fall of 1804 the houses at the corner of Park and Beacon streets were built, Hamilton Place in 1806, Bumstead Place immediately after; Pinckney, Hancock, Myrtle, and Mt. Vernon streets, upon the whole extent of which there were but three houses in 1799, were soon covered with blocks of substantial and elegant dwelling-houses.

In 1806 Beacon Hill had become the fashionable quarter of the town, and, together with the eminence west of it, had been leveled and the earth used to fill up the mill pond (where the Union Station is now located), by the Boston Mill Corporation. Certain persons incorporated in 1806 as the Pond Street Corporation, for building Endicott Street to the old Charlestown Bridge, a distance of 1980 feet; and soon after Charlestown Street was built, and the whole area of forty-two acres of made land was covered with dwellings and shops, while Copp's Hill was being razed and brick buildings erected in Lynn (Commercial) Street.



HANCOCK HOUSE, BEACON ST.

Broad Street and India Wharf and Street were each built by an incorporated syndicate, and a line of four-story stores built on the west side of Broad Street, from State Street, to Purchase Street, 1473 feet in length. In 1816 was built Central Wharf, 1240 by 150 feet, and containing fifty-four stores.

While all this progress was being made, Mr. Cotting, who was the projector of many of these plans, projected Market Street (Cornhill), and a block of stores was erected in 1817 on each side, these being the first buildings erected in town in which granite pillars were united to brick walls. In 1819 Brattle Street was opened, and a block of four-story houses, the first built of stone, erected on its north side. Fort Hill was improved and sold for dwelling-houses, being called Washington Place, and being built about a green plot 200 feet in diameter, ornamented with trees and enclosed by a fence. The neighborhood of the Massachusetts General Hospital, extending nearly to Craigie's Bridge and North Russell, Vine, and Poplar streets, which had been marsh and pasture grounds, was made into good building lots and covered with substantial houses. Elegant mansions were continually being erected on P[illegible] Street, and the east side of the Common, known as Colonnade Row, in 1811 [illegible]

twenty-four buildings uniform in size and shape; while many squares, courts, rows, and places, containing from six to twelve buildings each, were erected in various parts of the town.

Taking a brief survey of the developments of the city of Boston in 1845, we find that a great deal of building was done about that year. From Dearborn's "Boston Notions" we are able to gather a list of the buildings and other improvements at that time and during the immediate preceding years. The granite building at 122 State Street was built in 1823, four stories high and containing one store, by Benjamin Loring. In 1827 the four-story granite building numbered 72 State Street was erected by Andrew J. Allen; and the granite corner block on Washington and Essex streets, three stories in height and containing three stores, was built in 1832. In 1831 the three-story granite block containing two stores, at 95 and 97 Washington Street, was built by John Borland. In 1834 the three-story granite block of six stores, north of Amory Hall, by Kittredge & Blake; and in 1835 Amory Hall was built by Henry Codman, at the corner of West and Washington streets — the latter building having three stores on the lower floor, and two large halls above for public meetings, and five rooms for offices.



FIRST MEETING-HOUSE IN BOSTON.

Fulton Street was greatly improved, in 1838, by the erection of several blocks of brick buildings for commercial purposes. Lowell, Billerica and Nassau streets were all formed, and built up with rows of dwelling-houses, between 1835 and 1840; and Bath Street, leading from Congress and Water streets and curving easterly to Milk Street, was built up with stores and warehouses.

In 1840 was built the two-story granite building, 192 Washington Street, by Col. Henry Sargent; and in 1843 the granite block of three four-story stores at the corner of School and Washington streets, by David S. Greenough. Hon. Abbott Lawrence, in 1844, erected the Lawrence Block of two warehouses on Milk Street; and during the same year Ferry Street, from Ann (North) to Fulton Street, and Barrett and Shoe and Leather streets, were covered with four-story warehouses. The Massachusetts Horticultural Society, in the same year, erected a handsome building on School Street, on the site of the Latin schoolhouse, with the lower story for the society's seed store and with an exhibition hall above.

In 1845 was erected the "Cruft Block" of five four-story granite-front warehouses, on Peace Street, with six dwelling-houses in the rear, built by Mr. Cruft; the "Milk Street Block" of four granite-front stores fronting Federal Street, by William Goddard; "Bowdoin Block," comprising three warehouses, on Milk Street, by Andrew Carney; Morton Block of five warehouses, on Milk Street, by Mr. Pliny Cutler and others; the "Old South Block" of three warehouses on the Parsonage-house site; a block of stores on the corner of Milk and Hawley streets, and one on the corner of Milk and Atkinson streets; two four-story granite warehouses, by Hon. Abbott Lawrence, on the site of the Federal Street Baptist Church (which society removed in this year to their new edifice on Rowe Street), and another block of three warehouses on Federal Street nearer the theatre; the "Diamond Block" of wooden stores at the corner of Union and Hanover streets, erected by Mr. Diamond; the granite block numbered 281, 285 and 287 Washington Street, erected by Franklin Dexter; the granite

block on the corner of Boylston and Washington streets, and the two four-story stores north of the Moseley Block, built by John I. Brown; and the granite block of four stores on State Street, built by the Merchants' Bank. In addition to all these, the same year witnessed the erection of granite blocks on the corner of Wilson's Lane and Washington Street, at the west corner of Devonshire and State streets, at 91 Washington Street, on Washington Street south of West Street, at the corner of Washington Street and Spring Lane, and at the corner of State and Broad streets — the latter being built for the firm of Samuel Thaxter & Son, whose successors are still its occupants.

Hanover Street was greatly improved by many new buildings, Richmond Street was widened, and Ann (North) Street, which "has of late years housed the most degraded part of the city population, is under the leveling application of the pick-axe and broom, the clearing off the old rubbish has begun" — and new buildings were being erected. In the northwest part of the city great additions were made of land reclaimed from the tide waters and extensive rows of brick buildings erected, among the streets thus built being north Charles Street, Livingstone and Auburn streets. Railroad Wharf, next north of Commercial Wharf, was mostly reclaimed from tide water and built on in 1845, having a long range of granite warehouses of four stories on one side, and a hotel on the south range.

From these rambling notes and imperfect outlines the reader may be able to form some general idea of the city of Boston as it appeared fifty years ago. The buildings, although substantial, were generally severe in outline, and, while well adapted to the business needs of that day, would be totally inadequate to the bustle and rush of our modern trade. Yet, to the inhabitants of that day, they were beautiful and imposing. The increase of the qualities of grace and beauty in our more recent architecture shows a most surprising æsthetic development of the people all along the line. It will be our duty, in the succeeding chapters, to trace this development step by step.

1845 TO 1872.

IN the preceding chapter the foundation and early history of the building interests have been briefly sketched, and many of the historic structures mentioned and described, down to a time when the city of Boston, having become in a most literal sense "The Hub of the Universe" — the centre of trade, of commerce, of intelligence, of culture and refinement, of business enterprise and activity — it began to develop along the lines of modern science the architectural and mechanical construction of its buildings. A time since which, as one writer very tersely puts it, "a new and modern architecture in its buildings has largely superseded the old and radical changes have been made in every direction," making this "a most attractive modern city, frankly accorded to be — even by those from other places proud of their own cities — the finest in the country."

Coming now to the real subject of this work, "A Half Century of Boston's Building," we find ourselves at a period when the young and ambitious city was enjoying its highest degree of commercial success; when the steam railroad had just begun to develop as a successful enterprise and an important aid to business interests; when the steamship had become a reality, revolutionizing the carrying trade between this and foreign countries — a trade in which Boston very largely and successfully engaged; and when, encouraged by many signs of rapidly growing prosperity on every hand, capital was seeking investment here. As a natural consequence the building interests were greatly enhanced and forwarded, and the improvement of real estate holdings was rapidly pushed forward to meet the demands which the increasing business created.

Up to this time the buildings had been constructed for the immediate rather than for the future demands, and were neither as large or substantial as are those which have since been erected. While there were, here and there, buildings that, in point of architectural design and mechanical skill in construction, would compare favorably with those of a more modern time, they were the exception and not the rule, and there are few of them now left as landmarks connecting the present with the past. Old Boston exists only as a historical reality; the new Boston of to-day is the growth of the past fifty years, the development of the modern metropolis upon the foundation which had its origin in the little unpretentious building erected by the Rev. William Blaxton more than two hundred and fifty years ago.

During the past fifty years the growth of the city has been gradual, but steady and progressive; not marked by any of those periodical "booms" which have, in recent years, developed some of our western towns from straggling villages to populous cities in a single decade. Not by the sudden development of some new industry or enterprise, such as has given an impetus to the building interests in other and newer sections, but with the proverbial conservativeness of New Englanders, the building up of the city has been upon a solid and substantial business basis, calculated to produce a metropolis of grand and elegant proportions

a model of thrift and beauty, with a wealth of magnificent and handsome buildings, both public and private, which have made for the city a name and fame, in this respect, unsurpassed by any in the world.

The increase in the property valuation of the city during this period has been phenomenally large. In three decades, from 1810 to 1820, 1840 to 1850, and 1860 to 1870, the valuation of the city more than doubled. In 1840 the valuation of the city is given at $94,581,600. At the present time it is very close on to $1,000,000,000; showing that the building up of the city in the past fifty years has added about $905,418,400 to its valuation, or an average of about $18,000,000 per year. This increase is largely represented in buildings and real estate improvements, the developments of which form a very interesting part of the history of the city.



FIRST CHURCH.

And now let us look over the city as we find it in 1845, and view and describe some of the more prominent buildings erected since that time, together with the development of the city up to the time of the large fire in 1872, which destroyed many of the large business blocks, causing a loss of over $75,000,000, and laying waste a large tract of territory in the business centre of the city.

In a previous chapter many of the early buildings have been mentioned and described, giving a general idea of the design and other features, which are more interesting as studies of the early history of building than as showing any particular style or design of architecture, as it was not until the beginning of the present century that we find special attention given to the development of the architectural effect in building, and even then only displayed in public buildings, a number of which still stand as monuments to the pioneer of architectural design in New England, Mr. Charles Bulfinch. Later on, however, as the city grew in population and wealth increased, we find that the art was employed in the design of almost every class of housings, and especially the residences of prosperous and successful business men.

At the beginning of the period to which this chapter refers, beginning in 1845, the ilder's art had developed considerably and architecture had become an established ofession. As examples of the progress which had been made in these directions, we have veral notable buildings, among them being the old State House, Faneuil Hall, the old unty Court House, United States Custom House, and numerous churches, as well as many ivate buildings, several of which have been mentioned and described in a previous chapter.

As the city had at this time arrived at the most prosperous period in its history, it is not prising that we find the growth of the next few years both rapid and progressive, and a ge number of new and handsome buildings being erected, the more prominent of which will be described without attempt to arrange them in the exact order in which they were

among these there are none which impress the beholder more certainly with their siveness and solidity, than the United States Custom House, with its solid granite walls and

substantial proportions. This building was completed in 1847, although begun twelve years before. It was designed by Ammi Young, and is in the form of a Greek cross. It is of the purely Doric style of architecture and at the time it was built was considered a very handsome as well as ornamental building. It is 175 feet long, 95 feet wide at the centre and 75 feet at the ends. Surmounting the main part of the building is a large oval-shaped dome, which, like the rest of the building, is of granite. Around the outside of the building are thirty-two fluted granite columns, 5 feet 4 inches in diameter, and weighing about forty-two tons each. On the interior, supporting the ceiling of the main part of the building, are twelve marble columns, 29 feet high and 3 feet in diameter. The rotunda is in the Grecian-Corinthian style and is 63 feet by 59 feet and 62 feet high.

Sufficient has been said of this important building to give an idea of its proportions and its general appearance. At the time it was built it stood at the water's edge, where the tide ebbed and flowed at its very door, while vessels lay at the wharf alongside with their prows almost touching it. But with the development of the great and growing commercial and business interests of the city, more room was required in this immediate vicinity for the great warehouses and storehouses which have since grown up around it, and old ocean was crowded back, farther and farther away, until at the present time it stands quite away from the water front, high and dry amid its surroundings. The cost of this building was $1,073,371, but this great outlay was amply justified, as it is still in good condition and will stand for ages unless the ruthless hand of a progressive and ambitious generation destroys it to make room for a more modern structure.



THE OLD SOUTH, WASHIN

Among the public buildings with which the city is well supplied, there are none which have attracted more attention, or of which the Bostonians are more proud, than the City Hall, which was dedicated September 17, 1865. At the time it was built it was pronounced, by those competent to judge, to be the most elegant municipal building in the country, both as to its architectural design and its adaptability to the purposes for which it was constructed. It was designed by G. J. F. Bryant and Arthur Gilman, is of the Italian Renaissance style of architecture, and cost the city nearly a half-million dollars. The following description of the building is from the book issued by the city, containing the dedicatory exercises, etc. :—

"The face of the entire principal front of the building, and that of the west side, are of white granite. The basement on all sides, together with the trimmings of the rear and of the east side, are of the same material; while the ashlar or face of these two latter facades is of the stone from the old city hall, which occupied a portion of the site on which the present edifice stands. The exterior walls are backed with brick, and are vaulted between the facing and brick. With very few exceptions all the interior partitions are of brick, many of them containing air spaces which serve for the ventilation of the principal apartments. The

basement, first, second, and third stories are wholly fire-proof, their floors being composed of brick arches laid in cement, supported by iron beams. The staircase halls throughout every story are constructed in a similar manner, and, with the stairs, which are of iron, are fire-proof. The floors of the fourth, fifth, and attic stories, are of the best burnetized construction. The roof is also of wood, covered with copper and slate.

"The interior finish of the first, or principal story of the building is in butternut. That of all the other stories is of pine, with the exception of counters, furniture, water-closet finish, etc., which is of oak, walnut, chestnut, and butternut. The grand entrance is from School Street into the first-story hall, which is paved with squares of black and white marble; and, as the visitor enters, he beholds the magnificent staircases, which are, perhaps, the most striking and effective feature of the interior. The construction of the risers and treads and outside stringer is of iron; the ornamental moulded-face stringers, nowels, rail, and balusters being of solid oak. The continuous platform, which forms the landing in each story, is carried on eight oak columns, covering an iron column within, the columns standing in pairs, fluted, and having rich Roman Ionic capitals carrying entablatures. The stairs diverge from the centre of the hall, opposite the main corridor in the first story, after rising ten steps, in two separate flights, to the right and left, and are continued thus, in a double flight, to the fifth story. Standing, as they do, in a clear, unobstructed space of twenty-eight feet by seventy-two feet, and lighted above by five elaborately coffered and paneled skylight openings in the ceiling of the fifth story, at the height of ninety feet from the lower floor, the effect of these staircases is extremely spacious and imposing, and they are probably not equaled, either for dimensions or superiority of design and finish, by any in the country.



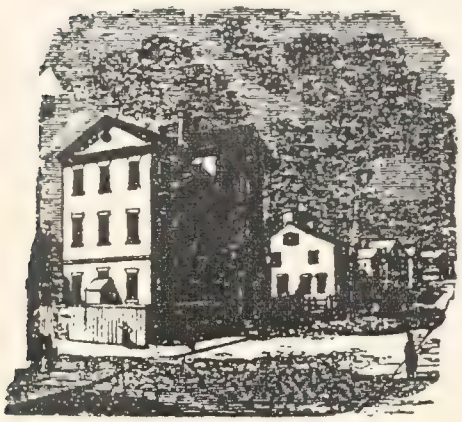
CHRIST CHURCH, SALEM ST.

"The dome which surmounts the building is surrounded by a balcony, from which rises a flagstaff, whose height above the ground is two hundred feet. Four well-executed lions' heads look out fiercely from the corners of the balcony, and a magnificent gilded eagle surmounts the centre of its front."

Another of the notable public buildings, but of an entirely different nature, both as to its architectural design and the purpose for which it was constructed, is the "Charles Street Jail," built by the county of Suffolk in 1850–51, at a cost of about a half-million of dollars. This building, although hardly up to the requirements of the present time, as a model jail, is still in use and is one of the landmarks which never fails to attract the attention of visitors as they approach the city from the west and north. It consists of a central octagonal structure of granite, three stories in height, with four wings radiating from it, each wing being two stories high. Three of these wings contain the cells, and the fourth is fitted up as a residence and office for the sheriff. There is nothing in the general design of this building which gives it any special claim to notice as showing the development of art in architecture, but it is nevertheless a good example of the solid and substantial manner in which the earlier buildings of the past half-century were built.

ellished with pedimental caps." The first floor is supported on ground arches of brick, ch are set in the solid masonry of the basement. It is three stories high, and is one of lightest and most conveniently arranged library buildings in the city. While it is not ublic library in any sense, those seeking for information which its collection of books conins are admitted, and shown every courtesy that makes it so justly celebrated among literaeurs and historians.

Still another of the notable buildings in this vicinity, although making no pretensions to architectural display, is nevertheless of sufficient importance in connection with the notable buildings of the city to claim a place in the list. This is the old Music Hall, one of the largest halls in the city, built in 1852. The lack of outward display is more than compensated for in the interior finish, which has a grand and imposing appearance. Special pains were taken, in the designing of the great hall, to give good acoustic results, and they are remarkably fine. The hall is 130 feet long, 78 feet wide, and 65 feet high, and has a seating capacity of nearly three thousand.



WIOT SCHOOL, NORTH BENNET ST.
Established 1713. *Erected* 1838.

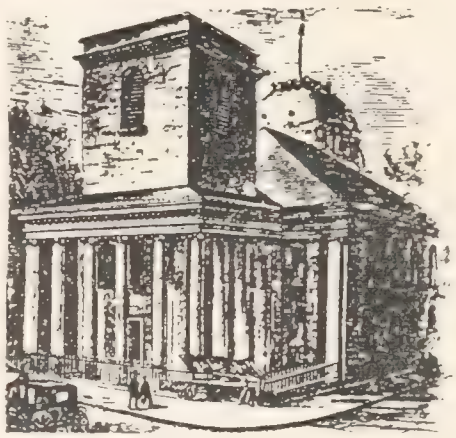
The list of notable educational and literary institutions would not be complete without it included one with which, perhaps, the general public is more familiar than any other—the Boston Public Library, one of the largest and choicest, in point of the number and variety of its books and manuscripts, in the world, containing at the present time nearly a million volumes; and although it has recently occupied a new and imposing building, the one which has for so long sheltered it is one of the landmarks of the city which it is to be hoped will be preserved. This building is a rather plain brick structure, with no pretense to elaboration in its outward appearance, but which was well arranged for the purpose it was intended to serve. Its dimensions are 128 by 82 feet; its cost was $365,000. It was built in 1857.

One by one the old landmarks are being removed and their places taken by modern structures. Among the last to "join that innumerable throng" is the old Tremont House, one of the most familiar of the old buildings and the pioneer first-class hotel in America, as it has always been one of the most popular. At this time, as it is being torn away to make room for an imposing modern business block, as well as because of its association with many of the stirring events of the past half-century, it is deserving of more than a passing notice. At the time it was built there was a dearth of hotel accommodations in the city, and there was a growing public demand for a first-class hotel. In 1824-5 the legislature incorporated a company for the purpose of constructing "a building or buildings to be used as a public hotel," but it was not until 1828 that the project received any further encouragement. In the spring of that year a fund was raised by popular subscription and the work of construction began. ong those who contributed to this fund were such men as Peter C. Brooks, Daniel Sears, ison Gray Otis, Samuel Appleton, Robert G. Shaw, Samuel T. Armstrong, Samuel A. Eliot, a long list of the prominent business men and mercantile firms. The corner stone was July 4, 1828, and the building was opened to the public on October 16, 1829, a grand

One of the most costly public buildings in the city, and one which is pointed to with p by every Bostonian, is the great granite building erected by the United States government a post-office and sub-treasury. Although this building was not completed at the time of great fire, it was begun in 1869, and will be described with the other contemporaneo buildings at this time. In the "Boston of To-day," this building was described as a "gre granite pile, a composition of pilasters and columns and round arched ornamented windows covering nearly forty-five thousand feet of land. The facades rise one hundred or more feet above the sidewalk, and the central portion of each reaches a height of one hundred and twenty-six feet." The building is ornamented with numerous figures representing labor, arts, sciences, etc., which are all of large and impressive proportions. It is an elegant building for the purpose for which it was designed. Its cost was nearly $6,000,000.

Boston has always, even in its earliest days, been noted for its interest in and development of intellectual and educational matters, and has always taken great pride in its institutions of this nature. In fact, no city in the world is better supplied in this respect, and certainly no city in America can boast of more elegant and costly structures, or those which show a higher development of modern art in architecture and general appreciation of the beautiful in its work.

Among these may be mentioned the building of the Massachusetts Historical Society, which, however, has been entirely remodeled and altogether changed within recent years. It is chiefly of interest only in connection with its historical value, the society of which it is the home being the oldest historical society in the country, having been organized in 1791. The building is completely fire-proof, and contains a most valuable collection of historical literature and other documents.

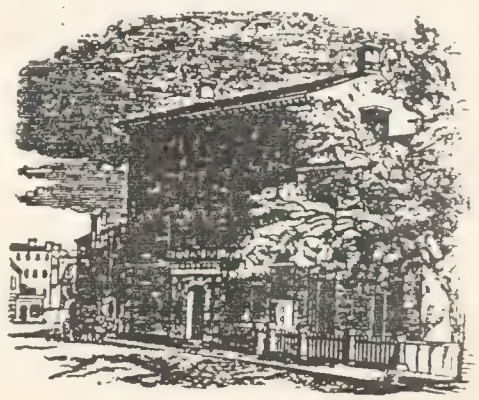


KING'S CHAPEL, TREMONT ST.

Not far away is the building of the Massachusetts Horticultural Society, also the oldest of its kind in the country, which is a dignified and substantial looking structure, erected in 1864-5. It is of the Gothic style of architecture, and its front walls are embellished with several works of art, adding much to the general effect. This building also contains a library, and halls for the exhibits of horticulture which are held at regular intervals.

One of the most noted buildings in the city, and in the country as well, is the handsome and substantial Boston Athenæum building, built in 1849, growing out of the reading-room established by the Anthology Club as far back as 1807. It contains one of the most valuable libraries in the country, including the library of General George Washington, and many other highly prized collections of literature. The building was designed by Edward C. Cabot, and is of the later Italian style of architecture, presenting "an excellent example of a Palladian palace front, with high basement of rusticated piers and round arches carrying an order of Corinthian pilasters with lofty windows between,

dinner being given in honor of the event, presided over by Hon. Josiah Quincy, mayor of the city. No better description of the building can be given than by a writer at the time, who says — "The general effect of the exterior of the Tremont House is imposing from its magnitude and its just proportions; and the selection and execution of the decorated parts of the facade exhibit the classical taste of the architect, and his judicious adherence to the principles of Grecian architecture." The dining-room was said at the time to be one of the finest in the world, and was 73 feet long, 31 feet wide and 15 feet high. Many interesting and amusing anecdotes are told in connection with this famous old hostelry and those who frequented it. But alas, while it has outlived those who are so closely associated with its early history, it has at last fallen a prey to the march of progress and improvement instituted by the present generation, and will give place to a mammoth modern building, which, let us hope, will be a fitting monument, placed upon the spot where once and for so long stood the pride of Boston hotels.



ADAMS SCHOOL, MASON ST.
Established 1717. *Erected* 1848.

The enterprise and executive ability of Boston business men has frequently been shown in meeting the demand for the accommodation of large gatherings, such as the great Peace Jubilee and Musical Festival, when temporary buildings were erected for the purpose. These two events were celebrated in 1869 and 1872. The Peace Jubilee was held in an immense coliseum built especially for the occasion, which was one of the largest buildings of the kind ever erected in the city. Being built for temporary use only, there was no elaborate display of architecture in its design; and, like the building in which was held the great Musical Festival under the direction of P. S. Gilmore, it was a plain structure notable only for its size and seating capacity. Both of these buildings have long since passed away, and the place where they stood is now covered with modern buildings of a more elaborate and ornamental design. Another building of a similar nature was the great Moody and Sankey tabernacle, a large temporary brick structure, capable of seating 6,000 people, in which were held the great revival meetings which created such a religious enthusiasm in the city during the year 1877. Among the old houses of Boston now standing, made notable through their association or as the birthplace and home of some of the famous men who have long since passed away leaving nothing but their names and noble deeds as reminders of their existence, should be mentioned the old-fashioned painted brick house of generous proportions located at 20 Hancock Street, where Charles Sumner, one of Massachusetts' greatest lawyers and statesmen, made his home for so many years, and where he died in 1874. This famous old house was also the home for many years of Judge Russell, ex-railroad commissioner and ex-collector of the Port of Boston.

There is one class of buildings of which no mention has thus far been made, although they are among the best known and most visited. The theatres of Boston, with one or two exceptions, present but few features which would attract the attention of a passer-by. But what is lacking in the outward appearance is more than compensated for in the lavishness

displayed on the interior finish and furnishings, in which respect they compare favorably with those of any city in the world. The first theatre to be opened in the city was a very modest affair, being an old stable remodeled into a playhouse. This was in 1792. The first theatre building to be erected was the old Federal Street Theatre, which stood where is now the great business block of Jones, McDuffee & Stratton; quite a pretentious building for those times, said to have been the finest playhouse in the country, and was opened in 1794. Next came the old Haymarket Theatre, which occupied the site where now stands the elegant Tremont, opened in 1796. This was a large, unattractive wooden building, although with a well-arranged interior. In 1829 one of the most interesting of the old-time theatres was opened. It was called the Tremont, and stood on the site of the present Tremont Temple. Next came the Warren, located on Travers Street, a small wooden affair; but, unlike some of its contemporaries, it proved a financial success, and in 1836 was replaced by a more pretentious building and the name changed to the National Theatre. The site of the present Gaiety and Bijou Theatre is one which a number of playhouses have occupied, and is where the famous old Lion Theatre, opened in 1836, stood. The old Eagle Theatre was the next to be built, and was opened in 1842. Among the other playhouses that have existed from time to time, down to the time of the great fire in 1872, are the Boston Adelphi, the Dramatic Museum, the Aquarial Gardens, Morris Brothers' Opera House, the old Continental, the New Tremont (not the present house by the same name); besides a score or more of minor museums and halls, which had brief existences.



FRANKLIN SCHOOL, WASHINGTON ST.
Established 1785. *Erected* 1845.

Among the theatres of to-day, built during the period to which this chapter is devoted, are the old Howard Athenæum, erected in 1846, and in its earlier days one of the popular and fashionable theatres of the city. In the same year was built the Boston Museum, which, with its high granite walls, broken with three stories of round arched windows and "adorned by elegant balconies and rows of ground-glass globes like enormous pearls, which at night are luminous with gas," is one of the features which attract the attention of every visitor to the city as he passes up Tremont Street from Scollay Square. It is probably true that no stage in the country has produced such an array of talent as has this, and it is still one of the most popular playhouses frequented by the best class of people. The Boston Theatre comes next, having been built in 1854, and is one of the largest theatres in the country. It presents no display of architectural skill in its outward appearance, but the interior is very elegantly and elaborately designed and executed.

The Globe Theatre, recently destroyed by fire, was originally Selwyn's Theatre, and the first building was erected in 1867. This building was burned in 1873, and then was built the Globe, so familiar to every Boston theatre-goer.

THE SOUTH END.

In no section of the city are there to be found more frequent reminders of "Old Boston,"

than in what is known as the South End. This, at one time, was the most popular residential section; and in this direction the city grew, until the Back Bay was opened up, when that at once became the fashionable quarter. There are, however, many very handsome and some very striking buildings, both public and private, at the South End, and in these we see some very good examples "of the 'old Boston' style of architecture." Here there is a more uniform style of design, both in the business blocks and in the dwellings.

Among the notable buildings are several of the city institutions, the City Hospital, Boston College, the great Latin and English High schools, and the two schools for girls; also, the imposing Cathedral of the Holy Cross, and several churches of note, hotels, and association buildings, all of which are features in the Boston of to-day and landmarks in the growth of the great city.

The Boston City Hospital, which was established in 1863–4, is a very handsome group of well designed buildings, constructed at a cost of over $600,000. The only attempt at architectural display is in the central or administration building, the design of its facade, and the dome which surmounts it, being quite elaborate and ornamental, giving a dignified and sober effect, which is relieved by the beautiful and well-kept grounds which surround it.



MAYHEW SCHOOL, HAWKINS
Established 1803. *Erected* 1847

The Church of the Immaculate Conception, which was one of the first churches in which stone was used as the building material, is without the usual towers and spires which are the distinguishing features of such edifices; and its peculiarity in this respect, as well as in its general design, which is without ornamentation, at once attracts attention. It was designed by P. C. Keely, and built in 1861, at a cost of over $100,000. It is a substantial structure of solid granite, 208 feet long by 88 feet in width. While the outward appearance of this building presents no striking architectural features, the interior is very elaborate, and one of the most attractive in the city. It is 70 feet from the floor to the ceiling. There are two rows of Ionic columns, with richly ornamented capitals; and on either side of the elegant marble altar are th Corinthian columns with appropriate entablatures and broken arches, surmounted by statu of the Immaculate Conception of the Virgin, the whole terminated by a silver cross with adoring angel on each side. The other furnishings are in harmony with the above. connection with the church, and built by the same society, is Boston College, a plain b substantial structure of brick, presenting little in the way of architectural displ or ornamentation. It was founded in 1863. Its property is valued at over $200,000.

Another of the notable buildings in this vicinity is the Cathedral of the Holy Cross, largest of its kind in New England. It is in the early English Gothic style of architect cruciform, with nave, transept, aisle, and clerestory. The total length of the building is feet; width at the transept, 170 feet; width of nave and aisles, 90 feet; height to the centr the roof, 120 feet. This immense structure covers over an acre of ground. The original

has not yet been fully carried out, and the result is the architectural effect is in some respects disappointing. There are two towers in front, one of which when completed with its spire will be 300 feet high and the other 200. The interior finish and ornamentation is very rich and lavish.

Among the other church buildings in this vicinity are the Tremont Street Methodist, built in 1862, designed by Hammatt Billings, and considered one of the most artistic in general appearance; and the Church of the Disciples, one of the least pretentious in outward appearance, but one of the most distinguished in the city, from its having been the one over which one of the most noted preachers in the country presided for so many years — Dr. James Freeman Clarke. It was built in 1869.



T LATIN SCHOOL, NORTH SIDE OF SCHOOL ST.

The building now occupied as the New England Conservatory of Music was originally the St. James Hotel, built by Martin M. Ballou, in 1867–8, and at that time one of the finest hotel buildings in the city. It is of brick, plain but attractive in design, and one of the interesting features in the locality.

One of the most attractive buildings in this vicinity is the great Latin and English High School, the largest structure in the world used as a free public school; and near by is the Girls' Latin and High School building, which is without any attractive features in its design, and only noted as being, at the time of its erection in 1870, the largest, most substantial, and costliest school building in the country.

THE NEW WEST END.

No one, looking down upon the Boston of to-day from the dome of the State House on Beacon Hill, can realize the wonderful change that has taken place in the brief period of less than fifty years, transforming the compact little city of 114,000 in 1845, occupying a territory about two miles long and one mile wide, into a great metropolis covering over thirty-seven square miles, and having a population of over 500,000. That such transformation has taken place, shows how rapidly the city has grown, and what wonderful improvements have been made. The increase in the business interests of the city, creating a demand for more and larger warehouses and business blocks, naturally crowded the residential buildings out from the centre of the city; and, as one after another of the stately residences of the earlier settlers was removed to make way for these, we find the limits of the city being extended in one direction and another, by the erection of new and more elegant residences further back from the centre of business.

Thus the city grew, until it had completely covered the "little pear-shaped peninsula" on which the town originally stood; and this brings us down to the time when was begun a series of real estate improvements that added a large tract of land to the city, which has since become the fashionable residential section — the beautiful Back Bay, with its broad streets and avenues, lined on either side with elegant and costly residences and handsome public buildings. The work of improving this vast territory was undertaken by the State, which had a special object in view: the abatement of a nuisance which had long been a menace to the

health of the city, and the addition of available land for building purposes. The work was begun in 1852, and was systematically planned and carried out; at an enormous expense, to be sure, but the outlay was more than compensated for in the sale of building lots, which at once became very valuable — the State, alone, realizing nearly $5,000,000 therefrom. Upon this "made land" have been built some of the most elaborately designed buildings to be found in the country; many residences costing more than $100,000, and a large number of society and public buildings, hotels, etc., representing an outlay of millions of dollars. But, as many of the more notable ones are of quite recent construction, they will not be mentioned at this time, as they will be fully described in another chapter, later on. There are a few, however, which were erected previous to the year 1872 which will be briefly mentioned here.

Among the earlier buildings to be located in this section were the dignified structure of the Natural History Society, and the Institute of Technology, both of which are to-day prominent features in the locality which has since become noted for the number and elegance of the buildings which have been located there. The Natural History building was the first to be erected, and was completed in 1864. It was designed by W. G. Preston, and is a very solid and substantial structure of brick, with freestone trimmings. It has a frontage of 105 feet and is 80 feet in height. The outer walls are adorned with Corinthian columns and capitals, and over the main entrance is carved the society's seal, which bears the head of Cuvier. The keystones of all the windows are ornamented with heads of animals, in well-executed relief carvings, and a sculptured eagle surmounts the pediment. The cost of this building was about $100,000.



HAWES SCHOOL, BROADWAY, SO. BOSTON.

Established 1811. *Erected* 1823.

Near by stands the original building of the Institute of Technology, designed by the same architect, and very similar in its general appearance, being constructed of pressed brick, with freestone trimmings. This building, which was erected in 1866, is but one of a number that have since been found necessary to accommodate the increased number of students which each year are added to its enrollment.

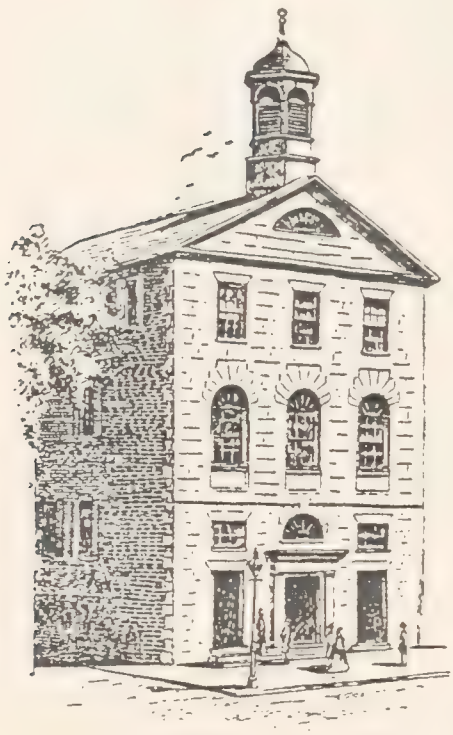
In the immediate vicinity are a large number of other notable buildings, including many of the more costly and elaborate churches, which are a feature in this section. The first of these to be built was the Arlington Street Church, erected in 1861. The material is New Jersey freestone, and in its style it resembles some of the old English churches, with its lofty spire of symmetrical proportions, rising from the middle of the front of the building. The interior is modeled after the church of Sta. Annunziata at Genoa and is highly ornamental.

Emanuel Church, while one of the smallest, is of interest from its picturesque outw appearance and its richly designed and furnished interior. It is built of the local Roxl pudding-stone.

Next comes the elegant Central Church building, in the Gothic style of architecture very elaborate in design, with its turrets and well-proportioned steeple, which is said to be highest in the city. The interior is finished to show the timber in the roof, in accord

with the style of the day, and is very light and cheerful. Its cost, including the land, was $325,000. Built in 1861–2, of Roxbury stone, with freestone trimmings.

The fourth church building to be erected in the neighborhood was the First Church (Congregational Unitarian), which was completed in 1868. This is one of the finest specimens of church architecture in the country, and is the successor of the first meeting-house in Boston. It is in the English Gothic style, cruciform in shape, having a chapel in the rear, and is built of the same material as the two just described, with Nova Scotia and Connecticut sandstones for trimmings, the effect being very pleasing to the eye. The exterior is highly ornamental, and is added to by the corner tower and spire, which rise to a considerable height from the carriage-porch upon which they are built. The columns of the two porches are of polished Aberdeen granite, with capitals carved in leaves and flowers of an ornamental design. The interior is broad and open, showing the timber work in the roof, which is 66 feet above the floor to the apex. The cost of this elegant structure was $275,000.



3RD LATIN SCHOOL, SOUTH SIDE OF SCHOOL ST.

This by no means concludes the list of costly and elaborate church edifices which cluster around this section of the city; but, as the others are of a later date, they will come in with other buildings to be noticed in a future chapter.

THE OLD NORTH END.

No section of the city has a greater interest, to the visitor seeking out the quaint and historic features, than the old North End, which, while it possesses few features of architectural interest, cannot be entirely left out in a history of the building up of the city. Here it was that many of the first houses in the town were built, and many of those still standing date back to a time long before the Revolution: notably, the old North Church, the oldest church building now standing, from whose belfry windows were displayed the signal lights of the famous Paul Revere on that eventful night in April, 1775; the old Dillaway house, and Christ Church. While, in the streets in this vicinity, are many other of the old-time buildings — ancient landmarks, that have long weathered the winds and storms, and escaped the ravages of the progressive spirit of succeeding generations that have spared so few of these connecting links between the past and present in their mad struggle for wealth and business supremacy.

is here that one sees something of the architecture of a century ago, in the quaint style houses, with their hip or gambrel roofs, or overhanging stories; and, to the one rested in tracing the various stages of building in the town and the city, these are of al interest. The growth of the city has, however, been in the opposite direction; and few exceptions there are no modern buildings worthy of special notice in this section of

the city, except those of so recent construction as to be classed and described in the chapte covering the last twenty-five years.

THE BUSINESS SECTION.

Thus far no mention has been made of one of the most important features in the bu up of the city — its business houses. Wherever commercial, manufacturing, and m interests centre, there you will usually find a flourishing and prosperous city; and successful are its merchants and tradesmen, the more extensive and elaborate are its buildin Boston was one of the first, as it has always been one of the foremost, trade centres America. To the shrewdness and sagacity, as well as to the activity and enterprise, of th business men of Boston, is due, not only the building up of this great metropolis, with its wealth of magnificent buildings, its beautiful residences and its imposing business blocks, but the building up and extension of these same interests in other parts of the country; for it is Boston capital, and Boston's enterprising men, that have carried forward many of the great building enterprises throughout the country. There is probably no city in the world that can point to so many and such model business blocks as Boston. There are others that can claim larger buildings; but none in which is displayed more artistic taste in construction, combined with the most perfect adaptation to the purposes for which they were intended. Most of these are of modern construction, built within the last thirty or forty years; but there were, long before that time, many creditable buildings in which a most successful business had its foundation.



SMITH SCHOOL, BELKNAP (NOW

Established 1812. *Erected* 1814

During the early history of the town and the city, the buildings in which the various kinds of business were carried on were, like the other buildings, unpretentious and of rude construction, with no pretense at architectural display or effect. They served simply as places for doing business, and that was all that their modest owners desired. What is now the centre of trade, covered with closely set stores and warehouses, was once the residential portion of the town. Here, surrounded by their spacious and well-kept grounds, were the comfort dwellings of the wealthier portion of the community. Scattered about, here and there, were stores and buildings devoted to the trading interests. As the town grew, becoming more more the great centre of trade and commerce for this part of the country, the number size of these buildings increased, and gradually they became so numerous as to encroach u the territory of the dwellings, and eventually these latter were crowded out entirely, to m room for the great business blocks that have since grown up; only one or two of them being left — historic landmarks in the progress of the city's development.

The great fire of 1872 swept over a large portion of the business part of the city, destroyed many of the business houses which clustered about this locality. The only por of the city in which to-day may be seen the type of building which characterized the

fifty years of the city's growth is the old North End, and even that has been so modernized, by the remodeling and reconstructing of the buildings, as to bear but a faint resemblance to its former appearance. There are, on North, Salem, and some of the adjoining streets, some of the old buildings that have withstood the ravages of time and escaped the of progressive ideas in remodeling and reconstructing the older portions of the city, which have so effectually erased all traces of the old-time city.



DOIN SCHOOL, MYRTLE ST.
Established 1821. *Erected* 1848.

In what has been, for years, the business section the buildings have almost wholly been constructed of brick or stone, and in design have followed the prevailing style of the time in which they were built. In comparison with the buildings of to-day, with their massive granite walls towering to the height of twelve and fifteen stories, they were indeed small and insignificant; still, in their "day and generation," they were looked upon as very large, and as wonders of the builder's art.

At the time the city was incorporated these buildings had begun to be quite numerous, and at the beginning of the period to which this chapter relates a good portion of the original town site was covered with stores, office buildings, and warehouses, in which an enormous business as being carried on. For ten or fifteen years previous to this time the growth of the city had been very rapid; business of every kind was "booming," and it is doubtful if the city has ever enjoyed greater prosperity than during the years between 1830 and 1845. This condition of things very naturally gave an impetus to the building interests, and at this time began the building up of those long rows of plain but substantial buildings that were a feature of the down-town section at the time the great fire swept the city. Architecturally there were few examples that would call for special mention, or that could be pointed to as showing the development of the art — the efforts of the few architects, at the time, having been directed toward the designing of public buildings, such as the Custom House, the Athenæum, and church buildings already mentioned.

The years between 1856 and 1860 were eventful ones in the building up and development able business centre of the city, largely brought about by the investment of the magnificent the left by Joshua Sears, one of Boston's well-known capitalists, who, by his will, left in nds of trustees nearly two million dollars, which was to be invested in buildings and nges on real estate in the city of Boston. In compliance with the provisions of the will, ion of the money was used in the purchase of the large Marshall estate, a valuable piece property between Milk and Franklin streets, at a price which was equal to that of the best perty in the city — seven dollars per foot. This property the trustees proposed to build n and improve. The city had been for some time contemplating changes and improvements the streets in this vicinity, and before building commenced these changes were made; vonshire Street, from Milk Street to Franklin Place, was laid out and built; and Franklin ce, which had long been the residence of the *elite* of the city, was improved and became

Franklin Street. Here began the building of new and elegant store and office buildings, among the first of which was the handsome six-story building numbered 74–76 Franklin Street. It was built of Quincy granite throughout, was 135 by 35 feet, and was at the time the most elaborate and ornamental mercantile building in the city. The facade showed handsome piers supporting arched mouldings, the keystones of the arches being embellished with heads and figures designed by Hammatt Billings. The general plans for the building were the work of the well-known architect of the day, G. J. F. Bryant. Joining the above, on the west, was a building erected by E. W. Pike. It was a plain, undressed granite structure, 86 by 40 feet. Thus was begun the work of building up one of the handsomest business streets in the city.

In the fall of 1857 the trustees of the Sears fund purchased another large amount of real estate, including the Bradley, Fay, and Andrews estates, and upon this erected another block of buildings. This block had a granite front, and was a very large and imposing building, the interior being finished off with all the improvements suggested by experience. It contained four stores and was numbered 52–56 Franklin Street. A little farther up the street was built a handsome granite and brick block, on the old Mansion House estate. This, like its neighbors, was a well designed and well executed piece of architectural work, being in harmony with the style prevailing at the time. Still farther along, at the corner of Franklin and Hawley streets, was built one of the handsomest of the great store buildings erected up to that time. It was five stories in height, with granite front, the facade showing ornamental features that were a credit to the designer, Mr. Bryant, who was the architect for the buildings mentioned above.



BOYLSTON SCHOOL, FORT HILL.
Established 1809. *Erected* 1819

On the south side of Franklin Street, Nos. 31–55, was erected a handsome block of eight stores, 220 feet front and 108 feet deep, and five stories high. Unlike the buildings mentioned above, which had flat roofs, this had a French roof with elaborate cornice-work finish, Mr. Bryant being the architect. Across Arch Street, next below the above, was another imposing block of stores designed by Mr. Bryant. Extending along the whole front and supporting the moulding above the first story was a row of granite pillars, giving a very good effect to the general appearance of the building, which was five stories in height with a French roof.

The above, with others which were soon after built, added materially to the building up of the city, as well as to its property valuation, and in 1859 property on this street was assessed for nearly four million dollars. Such growth naturally had the effect to develop other property in the vicinity, and we find Devonshire and Milk streets being built upon, while a number of new streets were laid out and put through, such as Congress, Federal and Pearl streets, and a view of these streets in 1860 shows them nearly all built up with handsome business blocks similar to those mentioned, while along Washington Street there was a continuous row of elegant buildings. This was but the beginning of the building operations which

have since been so extensively carried on in this section of the city, resulting in some splendid specimens of the builder's art. They are so numerous that it is difficult to single out any certain number calling for particular mention; and, as the most notable ones are those which have been erected since the fire in 1872, the description of these business houses will be left to a succeeding chapter.

The United States Hotel is the oldest of the hotels now in existence, and is to-day, as it has always been, one of the best-known and most popular. Its location is most favorable, being quite near the depots. At the time it was built, in 1826, it was the largest hotel in the city and considered to be quite a noteworthy building. The original building has been twice enlarged by the addition of extensions, and at the present time covers nearly two acres of ground. While the older part of the building represents the architecture of the time in which it was built to a certain extent, the newer portions are of modern design and construction. It is a brick and stone building, five stories in height, the characteristic features being the portico at the main entrance, which is built out from the main wall and supported by large granite pillars, the ornamental cornice-work, and the roof, which differs somewhat in style from those put upon the buildings of a later date. The interior has been greatly changed and improved from the original, to conform to the demands of modern hotel accommodations, and is first-class in every respect. In the days of Webster and Sumner it was the popular hostelry for notable individuals visiting the city, and it has sheltered many of the most distinguished personages who came here from time to time. It was at this hotel that Charles Sumner entertained Charles Dickens, and for a considerable time it was the home of one of Massachusetts' most able and distinguished statesmen — Daniel Webster. In later years it has become popular as the winter residence of many wealthy families, while it has always had its share of transient visitors. Since it came into the hands of its present management many changes and improvements have been made, and to-day it ranks as one of the leading hotels of the city.

The American House, on Hanover Street, is also one of the older hotels of the city. It was first built in 1835, on the historic site of the home of General Warren of Revolutionary fame. In 1851 the house was entirely rebuilt and greatly enlarged, covering the site of four former hotel buildings — the old American, the Hanover, Earl's, and the Merchants — and was at the time one of the largest hotels in New England, with a reputation second to none. It has always been a favorite with business men of the town, and always run on the American plan. There is nothing in its architectural design to attract special attention; but the interior is handsomely and tastefully finished, with wide corridors, large public reception halls, and all modern conveniences for the comfort and entertainment of guests. To this house, also, belongs the distinction of being the pioneer in the introduction of elevator service, the first elevator in the city being put in here. For more than forty years the American House was managed successfully, and to the very general satisfaction of its patrons, by Lewis Rice and his son, Henry B. Rice. Under its present management it has lost none of its old-time popularity and has gained largely in public favor and patronage.

The Revere House, named after the Revolutionary hero, was built in 1847, in Bowdoin Square. The original building has been considerably altered by improvements, made necessary in the course of progressive years; and it stands to-day an example of all that is modern and convenient, with the reputation of having one of the best hotel equipments in America. In its

architectural design and mechanical execution it is a masterpiece of the arts. While there is not about it that elaborate ornamentation which characterizes some of the later built houses, it is a grandly imposing building, symmetrically proportioned and well executed. The interior is furnished in elegant taste and its dining-room is one of the pleasantest in the city.

The Quincy House, one of the handsomest of the down-town hotels, is also one of the largest, and a favorite with traveling and business men. The front walls are of a light gray granite, and the design, while not elaborate, is ornamental; the crowning feature being the handsome tower on the southeast corner of the building, in which is set the dials of the large clock which can be seen from almost anywhere in the vicinity. The interior of the building is very handsomely finished and furnished throughout, and everything is arranged for the convenience and comfort of its guests.

The Crawford House, in Scollay Square, is another of the famous hostelries which have added not a little to Boston's reputation for hospitality, and the accommodation and comfort of the "stranger within our gates." It is a handsome granite and brick building, covering a large area of ground space, and being six stories in height. In 1891 an addition was made by connection with an adjoining building, five stories in height, extending through to Hanover Street.

The Parker House, at the corner of Tremont and School streets, is one of the handsomest down-town hotels, and with a reputation which is world-wide. It was founded in 1854 by Harvey D. Parker. The building is a large six-story marble front, with an ornamental design. In 1884 an extension to the orignal building was put up. This is also of marble, and elegantly finished. This has been one of the most successful hotels in the country, and is the favorite resort of politicians and business men.

Young's Hotel is another of the most famous of Boston hostelries, and is a magnificent building in every respect, its solid granite and brick walls making it one of the most substantial and imposing of buildings. Several additions to the original building have been made from time to time, the most important of which is that facing on Court Street, which was built in 1882. The house was founded by Mr. George Young, who retired from the hotel business several years ago. It is now under the management of Mr. Joseph R. Whipple.

The old Adams House, which stood on the site occupied by the new and magnificent building opened a few years ago and bearing the same name, was one of the well-known hotels of the city for many years.

This by no means completes the list of Boston hotels that flourished between 1845 and 1872. In the city directory of 1846 there were given the names of sixty-seven hotels and taverns, and the number has steadily increased ever since, and to mention them all would occupy more space that can be given to it in the present volume. Of the modern hotel buildings, of which there are a number of magnificent and costly structures, mention will be made in a succeeding chapter, in connection with contemporaneous buildings.

The commercial interests of Boston, as being the great trade centre of New England, were greatly increased by the introduction of the steam railroads; and as this was one of the most potent factors in the rapid growth of the city, beginning at a time when it was enjoying a very high degree of commercial prosperity, and as the numerous depots are prominent features among the buildings and architecture of the city, they deserve to be separately mentioned.

Until the big Union station was completed, in 1894, Boston had very few railway stations in the construction of which particular attention was paid to architectural effects; but, from their association with public interests, they certainly deserve to be mentioned as among the notable buildings of the city.

The railroad interests have been important factors in the development and growth of the city, and it is doubtful if there is another city in the country which has better or more convenient railway service.

When the steam railroad first began to be developed in this country the enterprising and foresighted business men of Boston, with characteristic Yankee shrewdness, saw how greatly it would add to their interests to be connected with the interior towns by this means, and were not long in carrying out a project for building a line. In fact, when once the great advantages to the city as a trade centre of this new means of travel and transportation were thoroughly realized, a very active effort was made to have the idea carried out, and in 1831 three corporations were chartered for the purpose of building and operating railroads; one to connect the city with Providence, another with Worcester and the west, and the third with Lowell and the northern part of New England. In 1832 the construction of all these roads was begun, and the work actively pushed forward, so that they were opened to travel in 1835.

The first stations built were not much in comparison with those of the present day; but, like the first public and other buildings which have since given way to more imposing structures, they served the purpose for the time being. Of these old buildings there is little to say, but of those which have been built within the past twenty-five years several are worthy of more than a passing notice.

From an architectural point of view the Providence station, in Park Square, is at the head of the list. At the time it was completed it was said to be the most beautiful, convenient and comfortable railway station in the United States and the longest in the world, the length from end to end measuring 850 feet, the train shed alone being 600 feet long and 130 feet wide. The handsome entrance forms a special feature of the facade, which is still further heightened by the lofty tower, with its ornamental cornice and roofing, in which is also set the dials of the large tower-clock. The interior is finished in a most elaborate maner, the first floor being given to waiting-rooms, and the second to the offices of the company. The cost of this elegant building was about $800,000.

The original Boston & Worcester (now the Albany) depot was a rather plain brick structure, presenting no architectural features worthy of mention. In 1881 the present station was completed and is one of the best in the city, although not as ornamental in design as the one mentioned above. The features of the building are the two large porticoes forming the entrance to the main waiting-room and the fine proportions on every side. The front is of pressed brick, with granite trimmings. The main building is 118½ by 140 feet, and contains a vestibule 42 by 120 feet and 42 feet high. On one side of this is the ladies' waiting-room, 35 by 75 feet, handsomely furnished, and provided with three large open fireplaces. On the opposite side is the dining-room, news stand and gentlemen's waiting-room. The second story is fitted up with offices for the various officials of the road. The third story is also used for office purposes. The train shed, leading directly from the main vestibule, is 444 feet long and 118½ feet wide. Mr. Alexander R. Esty was the architect for this handsome station building.



THE PIERCE BUILDING, HUNTINGTON AVE.



BUILDING CORNER OF ESSEX AND KINGSTON STREETS.



F. L. AMES BUILDING, CORNER KINGSTON AND BEDFORD STREETS.



LINCOLN BUILDING, CORNER LINCOLN, ESSEX AND TUFTS STREETS.

Near by the Albany is the station of the Old Colony road, a handsome brick and stone building, with high arched entrances. It is three stories in height, the first floor being arranged for waiting-rooms, etc., and the upper stories for the offices of the management. There is very little elaboration in the design of the facade, which presents a plain, substantial front. This is one of the oldest of the present station buildings.

The New York & New England station, on Atlantic Avenue, is a low single-story building, used only as a waiting-room, the offices of the management being located in another building near by.

Further up the avenue is the new and handsome station of the Boston, Revere Beach & Lynn road. This building is two stories in height, the facade being ornamented by a row of high arched entrances, above the centre one rising a low square tower, into the wall of which is set the large clock dial. The material used is brick and stone, the combination giving a most pleasing effect.

On the north side of the city stood the stations of the Fitchburg and the several divisions of the Boston & Maine system. The Boston & Maine depot in Haymarket Square is one of the familiar landmarks of the North End. It is a very plain brick structure, two stories in height, with a slanting roof. The front of the building is ornamented with square pillars supporting the cornice of the gable, and between these are the arched entrances. It is one of the oldest station buildings in the city, and since the completion of the new Union station has been abandoned as a depot.

Of the three old stations on Causeway Street the Fitchburg is the oldest and the most distinctive in architectural design. It is a massive structure of undressed granite, and looks more like some grim old castle than a railway station. On each of the four corners rise turret-like towers, which add to the ancient castle-like appearance of the structure. It was built in 1847, and contained at the time a large hall in the second story, in which the famous Jenny Lind concerts were given in 1850. The interior has been several times remodeled and improved, but has at last been abandoned by the road as a station, the trains of this company now coming in at the new Union station.

The old Eastern depot, built in 1863, was a low brick building with a square tower at one corner upon which was a clock. There was nothing elaborate or ornamental in the design, either on the outer walls or in the interior. It was, however, a very comfortably arranged depot. This building was removed when the new Union station was built.

The last of the three in this row of old depots is the Lowell, now a part of the great Union station. It was built in 1871, and is 700 feet long by 205 feet wide. It is a handsome building in every way, built of face brick, with trimmings of Nova Scotia freestone, the facade flanked on either side by two massive towers of fine proportions and ornamental design. In the centre of the headhouse is a magnificent and lofty hall, paved with marble and finished in polished hardwood. Around this, on the first floor, are the waiting-rooms, restaurant, etc., and in the upper stories the offices of the management. The train shed is very large, with a broad arched roof of truss work having a clear space of 120 feet. This completes the list of stations with the exception of the magnificent new Union station, which will be fully described among the later buildings in another part of this work.

As late as 1840 there were standing in the centre of the city many old houses, familiar

landmarks in the growth and development of the city, which have since either been removed to make room for more modern buildings or so thoroughly rebuilt and reconstructed as to entirely obliterate their original characteristics. Among these were the old Eastern stage house, built about 1763, and located on Ann Street. It was removed in 1840. The old Feather store, whose history dates back to 1680, and which at one time was considered a very prominent building, located at the head of Ann Street, survived its contemporaries until 1860, when it was finally removed. Franklin's shop, on Union Street, one of the famous buildings of the seventeenth and eighteenth centuries, having been built in 1696, stood until 1844, when a portion of it was removed; the remainder —that portion with the old blue ball—standing until 1858, when it was also removed. The Hughes house, Washington Street near Milk, built in 1660; removed in 1862. The Head house, which was built in 1763, at the corner of what is now Boylston and Tremont streets, was moved in 1840 to Pond Street and, somewhat improved, made to still further serve its purpose. The Hill house, on Milk Street, built in 1772; removed in 1846. The old Hancock house, on Beacon Hill, which has already been fully described in another part of this work, built in 1787, and removed in 1863. Deacon Phillips' house, on Cross Street, one of the first stone houses to be built, erected in 1650, and torn down in 1864, the material being used to build a church at East Boston. The old Province house, in Province Court, with an interesting history, built in 1689, purchased by the town in 1716, sold again in 1779, kept as a tavern in 1834, opened as Ordway Hall in 1852, partially burned and rebuilt in 1864. The old Ship Tavern—"Noah's Ark"—built in 1646, injured by an "earthquaque" in 1663, owned by the famous Thomas Hutchinson in 1713, sold to the James family in 1794, and finally removed when Ann Street was widened in 1859. The old Stackpole house, a familiar landmark in what is now Post Office Square, was removed to make room for the new post-office building in 1868. The old Williams house, on Washington above Dover Street, was removed in 1866. The Deacon house, one of the later of the old-style houses, is still standing, although recent changes have made it hardly recognizable as viewed from the street.

In bringing this chapter to a close it is proper to state that, while it has not been possible, within the limits of the space allotted to this part of the work, to go very thoroughly into the details of the growth of the city, sufficient has been said to show the progress made, and the more notable buildings mentioned. But this by no means exhausts the list of interesting structures, both public and private, which in architectural design and construction make them noticeable features among the buildings of the city.

By the annexation of Charlestown, Roxbury, Dorchester, Brighton, and a number of other districts, the city has acquired a large amount of territory, and added a very large number to the list of buildings, some of them quite noted, either in connection with historic associations or from distinctive architectural features; and these must now be considered in connection with the growth of the city, although they are not herein described.

In a little less than seventy-five years, as a city, Boston grew from a population of about 50,000 to one of nearly ten times that number, and its once crooked and tortuous "cow paths" became well-defined streets, built up with miles upon miles of solid and substantial business blocks, public buildings, elegant residences, and magnificent church and society edifices, the admiration of the world and the pride of every true citizen.

1872 TO 1895.

THE year 1872 marks the beginning of an important and interesting epoch in the growth and building up of the city of Boston. It was in this year, on the 9th of November, that the great fire broke out, and, before it was finally extinguished, destroyed over $75,000,000 worth of property, leaving in a heap of smoking and blackened ruins sixty-five acres of territory in the very centre of the business portion of the city, where stood some of the largest and most substantial business blocks, the fruit of more than a century of industry, thrift, and enterprise. From this terrible blow to its business interests Boston recovered with a rapidity and spirit which is evidence of the pluck and enterprise of its business men. Not only was the burned territory soon rebuilt, but the new buildings were upon a grander and more magnificent scale; and it is here that we see, to-day, many examples of modern business blocks that are not excelled elsewhere, either in their architectural design or their construction. They are models of the builder's art.

Within the little more than twenty-five years that has elapsed since the fire above mentioned, the city has made the most rapid growth within its history. The valuation has been more than doubled; territory has been added and built upon; the city has developed in every direction, and especially has it improved and developed the construction of buildings. From the northernmost point of the Charlestown district to the southern boundary of the Dorchester and Roxbury districts, it is one densely populated and closely built city, in which is represented every style and variety of building, from the comfortable, unpretentious cottage of the mechanic to the palatial residence of the millionaire; from the small and plainly built workshop and store building, to the massive and towering business blocks; from the old-fashioned wooden church building to the magnificent edifice of brick and granite.

While it is not possible in a single volume to give a complete list and detailed description of all the buildings in the city which present special features making them prominent in their several localities, the following list includes many of this class, the most noted being more particularly described.

At the corner of State and Congress streets stands the building of the Tremont National Bank, which was erected in 1878–80, and at that time one of the best office buildings in the city, located as it was in the very centre of the business part. It is a solid granite building, plain, but neat and tasteful in design. The architect was Carl Fehmer; the masons, Hussey & Howe; and the carpenters, Morton & Chesley. The interior is finished for offices, in a rich and ornamental manner. Its estimated cost was $80,000.

The Mason building in Liberty Square is a prominent feature in that locality, standing, as it does, by itself, showing to good advantage the symmetrical and well-proportioned outlines in its design and construction. While it is not elaborate, or possessing special features of ornamentation, it is nevertheless a most attractive office building. It is built of brick, with

granite trimmings. The interior work is of the best and after the most modern and approved designs as to material and finish, marble being largely used in the stairs and floors, all of which are made to be as nearly fire-proof as possible. It was built in 1879–82, after designs by William G. Preston. The mason work was by T. C. Wait, and the carpentry was by Samuel M. Chesley & Co. The cost of the building when completed was $350,000, and it is owned by William Mason. This is one of the lightest and most convenient office buildings in the city.

Jordan & Marsh building (new part), one of the largest retail dry-goods buildings in the country, was built in 1880–82, and stands on leased land, the property of Abigail Armstrong. This building is of brick and was designed by Samuel J. F. Thayer. It is a plain but substantial building and was constructed by Timothy E. Stuart, mason, and William H. Stewart, carpenter.

Mercantile building, 29–31 Bedford and 77–79 Chauncy streets, owned by Frederick L. Ames, was designed by Sturgis & Brigham, and built by Thomas J. Whidden & Co., masons, and B. D. Whitcomb, carpenter. A handsome brick building, fitted with all the conveniences as a modern business block. Built in 1884, and cost $180,000.

Mercantile building, 91–93 Federal Street, designed by S. J. F. Thayer, and built by James Smith, mason, and Creesy & Noyes, carpenters. The material is brick, with granite trimmings. The building was completed in 1885, at a cost of $130,000. Owned by Mrs. Anna P. Bigelow.

"The Advertiser" building, 246–248 Washington Street, is the largest and handsomest newspaper building in the city, and one of the attractive features of "Newspaper Row." It extends through from Washington to Devonshire Street. It is built of stone and brick, the design being plain, but attractive and imposing. It was built in 1882–3, at a cost of $100,000. The architects were Bradlee & Winslow; the mason, Augustus Lothrop; and the carpenter, John Alden. The building is owned by G. F. Bemis.

Mercantile building, 515–521 Washington Street, another of Mr. Frederick L. Ames' buildings, was built in 1883–85, at a cost of $180,000. It is a very handsome brick structure, of plain design, arranged for stores and offices. The architect was H. H. Richardson; the masons, Rumery & Co; and the carpenters, Creesy & Noyes.

Office building, 3 and 4 Hamilton Place. Built in 1883–85, and cost $110,000. It was designed by Bradlee, Winslow & Wetherell; the builders being Neal & Preble, masons, and N. Wilbur, carpenter. W. S. Dexter is trustee of the property.

Mercantile building, 94–102 South Street, the property of Leopold Morse, was designed by Louis Weissbein, and built in 1880–83, at a cost of $75,000.

Mercantile building, 391–405 Washington Street, built in 1880–83, owned by the heirs of Augustus Hemenway, was designed by Bradlee & Winslow, and built by Thomas J. Whidden. Cost $150,000.

Banking-house, property of Kidder, Peabody & Co., located on Sewall Place, in the rear of 113 Devonshire Street, was built in 1881–83, at a cost of $103,000. Sturgis & Brigham, architects; Thomas J. Whidden, mason; B. D. Whitcomb, carpenter.

Mercantile building, property of David and Henry Nevins, corner of Chauncy Street and Rowe Place, built in 1881–2, at a cost of $92,000. S. J. F. Thayer, architect; T. E. Stuart, builder

Cold storage building, property of the Quincy Market Cold Storage Company, 119 167 Commercial Street, built in 1881–83, cost $150,000. The design of this building differs somewhat from the general style of mercantile buildings, as it was constructed for a special purpose to which its design and construction had to be adapted. William G. Preston, architect; F. A. Taber, mason; William Carpenter, carpenter.

Mercantile building, property of Eben D. Jordan and Charles Marsh, 48–72 Kingston Street, 71–85 Bedford Street, and 1–9 Columbia Street, was one of the largest and handsomest of the many business blocks in the vicinity. It was built of stone and brick, and erected in 1881–83, at a cost of $350,000. S. J. F. Thayer, architect; T. E. Stuart, builder. Destroyed by fire, Thanksgiving, 1889.

Mercantile building, Essex Street, Harrison Avenue, and Chauncy Street, for which C. D., G. H. and John Homans are trustees, was built in 1882–3, at a cost of $90,000. John A. Fox, architect; T. J. Whidden & Co., builders.

Mercantile building, property of F. L. Ames, 57–63 Bedford and 51–63 Kingston streets, built in 1882–84, cost $140,000. H. H. Richardson, architect; Norcross Brothers, builders.

Hotel Bristol, located at the corner of Boylston and Clarendon streets, was built in 1879 by James T. Eldredge, after designs furnished by Levi Newcomb & Son. It is a very handsome building; the material being brick, with granite trimmings. It is arranged as an apartment house, and was built by Standish & Woodbury, at a cost to the owner of $80,000.

Hotel Hoffman, at the corner of Columbus Avenue and Berkeley Street, is one of the best of the family hotels; its location being convenient, and its apartments well arranged and cheerful. While there is nothing elaborate in its architectural design, it is attractive and neat in appearance; being built of pressed brick, with granite trimmings. Its interior is especially well arranged for the purpose for which it was built, the apartments being finished in the best manner possible to make them light and agreeable homes. The building was designed by Samuel D. Kelly, the brick and masonry work being done by Fred H. Tarbox, and the woodwork by Edward S. Sparrow. It was completed in 1880, at a cost of $108,000, and is owned by Lucinda C. Collamore.

Hotel Glendon, a family hotel located on Cazenove Place, off Columbus Avenue, was built in 1881–2. The material is brick, with granite trimmings; the design for the building being furnished by G. W. Page. In the construction of the building Frank Jones was the mason and Stephen Moxon the carpenter. Its cost was $145,000, and it is owned by N. M. Jewett. While its location is not favorable to the display of elaborate architectural features, it is nevertheless one of the handsomest of the apartment houses, and is especially well arranged and convenient.

Family hotel, 177 West Chester Park, built in 1881–2, by Mr. David H. McKay, at a cost of $85,000. Mr. McKay was his own carpenter in the construction of the building, the mason work being done by Isaac C. Cooper.

"The Howland," located at 216 Columbus Avenue, was built in 1881–2, the design for the building being furnished by W. P. Wentworth. In its construction N. E. O'Sullivan was the mason and John Driscoll the carpenter. Its cost was $90,000, and it is owned by Edwin L. Gerrish.

Primary School building on Polk Street, in Ward 3. This building was erected in 1878-9, after designs furnished by Mr. George A. Clough. There is nothing elaborate in its outward

appearance, but it is a well-arranged and substantially built structure; the material being brick, with stone trimmings. The mason work was executed by Donohue Brothers, and the interior woodwork and finish by Murphy Brothers. Its cost was $30,000; not a large sum, in comparison with some of the more pretentious buildings, but sufficiently large to make it a very comfortable school building for primary grades.

Grammar School building on Cambridge Street, in Ward 25. This building, designed by same architect, Mr. George A. Clough, was built in 1878–80; a plain brick structure, without special architectural features, except in its adaptability to the purpose for which it was intended, in which respect it is well designed and executed, the mason being Mr. James Fagin and the carpenters Landers & Greely. The cost of the building was $54,000.

The Egleston Square school building, Ward 23, another of the buildings designed for the city by Mr. George A. Clough, was completed in 1881, at a cost of $52,000. Like most of the other school buildings, it is of brick, the work being done by Griffin & O'Sullivan. The interior woodwork was done by Mr. James Marston. It is a well-constructed and substantial building, plain in design but well proportioned, intended to be useful rather than ornamental — a feature which is well preserved in most of the city buildings.

Primary School building on West Seventh Street, Ward 13. Mr. Clough was also the architect for the city in the construction of this building, and displayed the same good taste in its design which he has shown in the buildings mentioned above. There is no attempt at elaborate ornamentation. It is a plain brick structure, of good proportions, solid and substantial. The masonry in the building is the work of Mr. James Fagin, and the carpentry was executed by Mr. P. F. McGaragle. The cost of the building was $50,000, and it was completed in 1882.

Private dwelling, property of George O. Shattuck, built in 1883–4, located at 166 Beacon Street, is one of the elegant residence buildings in this very fashionable part of the city. It was designed by Cabot & Chandler, Woodbury & Leighton being the masons, and B. D. Whitcomb the carpenter.

Private dwelling, 25 Commonwealth Avenue, property of James Lawrence, built in 1883–4. Rotch & Tilden, architects; David Connery & Co., masons; B. D. Whitcomb, carpenter. Cost, $40,000.

Seminary building, Lake near Kendrick Street, in Ward 25, property of the Right Rev. John J. Williams, built in 1881–84. J. H. Besarick, architect; James Fagin, builder.

Church building, Columbus Avenue, corner Berkeley Street, owned by the People's Church Society, built in 1883–4, and cost $75,000. J. H. Besarick, architect; Sampson, Clark & Co., masons; S. M. Chesley, carpenter. This, while not costing as much as some of the other church buildings, is a very commodious and well-arranged edifice. It is built of brick, with granite trimmings, and the outlines are broken with gables and niches, giving a very pleasing effect to the general appearance.

Private dwelling, 179 Commonwealth Avenue, owned by William D. Bradley, built in 1883–4, cost $45,000. Carl Fehmer, architect; James Smith, mason; B. D. Whitcomb, carpenter.

Private dwelling, 223 Commonwealth Avenue, property of George Higginson, built in 1883–4, cost $45,000. Cabot & Chandler, architects; George F. Shepard, mason; B. D. Whitcomb, carpenter.

Private dwelling, 245 Marlborough Street, property of George R. Minot, built in 1883–4, cost $40,000. Cabot & Chandler, architects; Woodbury & Leighton, builders.

Private dwelling, 242 Commonwealth Avenue, property of William G. Saltonstall, built in 1883–4, cost $50,000. Peabody & Stearns, architects; Woodbury & Leighton, masons; Morton & Chesley, carpenters. This is one of the handsomest and best-designed dwellings on the avenue.

Private dwelling, 198 Commonwealth Avenue, owned by Mrs. D. W. Spooner, built in 1881–2, cost $40,000. Peabody & Stearns, architects; David Connery & Co., masons; A. Anderson, carpenter.

Nurses' Pavilion, property of the Massachusetts General Hospital, located on the Hospital grounds on Blossom Street, built in 1882, cost $35,000. Carl Fehmer, architect; James Smith, mason; A. Hathaway, carpenter. This is a very neatly designed and modernly constructed building, well adapted to the purpose for which it is intended, but without special ornamentation.

Boston Young Women's Christian Association Building, corner of Berkeley and Appleton streets, built in 1883–4, cost $175,000. George F. Meacham, architect; Augustus Lothrop, mason; Creesy & Noyes, carpenters. This is a handsome piece of architecture, considering that it was not built for ornamental purposes. It is of brick, with granite trimmings, and is fitted up as a home for young women who are supporting themselves. The building contains a lecture hall, reading-rooms, class-rooms, cafe, etc.

Charles A. Kidder, dwelling-house, 209 Commonwealth Avenue, built in 1881–2, cost $38,000. Allen & Kenway, architects; Standish & Woodbury, masons; B. D. Whitcomb, carpenter.

Young's Hotel, 22–24 Court Street, Fifty Associates, owner, built in 1881–2, cost $160,000. Bradlee & Winslow, architects; J. W. Coburn, mason; Whiting Brothers, carpenters. This is one of the best known and most famous of Boston hotels. The building has been added to from time to time. The original portion is of brick, with stone trimmings; while the new portion is of stone, with a very ornamental front facade on Court Square.

H. C. Haven, dwelling-house, corner of Commonwealth Avenue and Exeter Street, built in 1881–2, cost $40,000. J. P. Putnam, architect; H. McLaughlin, mason; McLean Brothers, carpenters.

Charles T. White, dwelling-house, Commonwealth Avenue near Exeter Street, built in 1881–2, cost $35,000. Peabody & Stearns, architects; Vinal & Dodge, masons; McNeil Brothers, carpenters.

George P. King, dwelling-house, 11 Fairfield Street, built in 1880–81, cost $60,000. W. W. Lewis, architect; Standish & Woodbury, masons; John Morrison, carpenter. One of the handsomest and most ornamental private residences in this section of the city.

Exhibition building, property of the New England Manufacturers and Mechanics Institute, Huntington Avenue, corner Rogers Avenue, built in 1881, cost $350,000. Alden Frink, architect; J. H. Coon & Co., masons; Creesy & Noyes, carpenters. This building, which was destroyed by fire several years ago, was a very handsome exhibition building, covering an area of nearly five acres, with available floor space for exhibits of over eight acres. The main entrance opened into an immense vestibule, 134 feet deep and 250 feet wide. This

was divided into three broad avenues, one of which led to the main aisle of the large central building. The interior of the building was without partitions, leaving the view of the immense hall unobstructed. There are two galleries 63 feet wide running lengthwise of the building, and set in a distance of 63 feet from the walls. The first fair held by the Institute was opened in this building on August 18, 1881. The great business depression which came in the following two or three years resulted disastrously to the organization and it was obliged to close up its affairs. The destruction of the property was a heavy loss, and removed from existence one of the handsomest buildings of its kind ever erected in the city.

Robert Bradley, dwelling-house, 255 Marlborough Street, built in 1883–4, cost $40,000. Carl Fehmer, architect; David Connery & Co., masons; Morton & Chesley, carpenters.

Church of the Advent, Mt. Vernon Street, built in 1878–9. Sturgis & Brigham, architects; Woodbury & Leighton, builders. This is a very handsome brick and stone structure, with an interior of brick and freestone. The main body is 72 by 73 feet, with a nave 76 feet in height. There is a chapel on the south side, 18 by 33 feet. The tower is 22 feet square and 190 feet high. The general design is odd and unique, giving to the building an individuality that is marked and noticeable.

Walter Hunnewell, dwelling-house, 261 Commonwealth Avenue, built in 1880–82, cost $49,000. G. R. & R. G. Shaw, architects; Vinal & Dodge, masons; Bourne & Levitt, carpenters.

Winthrop Sargent, dwelling-house, 207 Commonwealth Avenue, built in 1883–85, cost $40,000. Rotch & Tilden, architects; David Connery & Co., masons; John Morrison, carpenter.

William P. Wesselhoeft, dwelling-house, 176 Commonwealth Avenue, built in 1883–4, cost $40,000. Charles B. Atwood, architect; Benjamin F. Dewing, mason; Morton & Chesley, carpenters.

James B. Bell, dwelling-house, 178 Commonwealth Avenue, built in 1883–4, cost $40,000. Charles B. Atwood, architect; Benjamin F. Dewing, mason; Morton & Chesley, carpenters.

W. Powell Mason, dwelling-houses, 209–211 Commonwealth Avenue, built in 1883–85, cost $55,000. Rotch & Tilden, architects; George G. Nichols, builder.

Leopold Morse, dwelling-house, 203 Commonwealth Avenue, built in 1883–85, cost $50,000. Louis Weissbein, architect; J. H. Kelley, mason; B. D. Whitcomb, carpenter.

Schoolhouse, property of the city of Boston, O corner of East Fifth Street, built in 1885, cost $45,000. Charles J. Bateman, architect; Donohue Brothers, masons; McGaragle & Co., carpenters.

Hospital building, property of the Massachusetts Homœopathic Hospital Corporation, East Concord Street, built in 1883–4, cost $56,000. Allen & Kenway, architects; D. Connery & Co., masons; Leander Greeley, carpenter. This has proved to be one of the most satisfactory and convenient hospital buildings ever erected, and is architecturally a very handsome structure, showing the best of taste in the design and adaptability in construction.

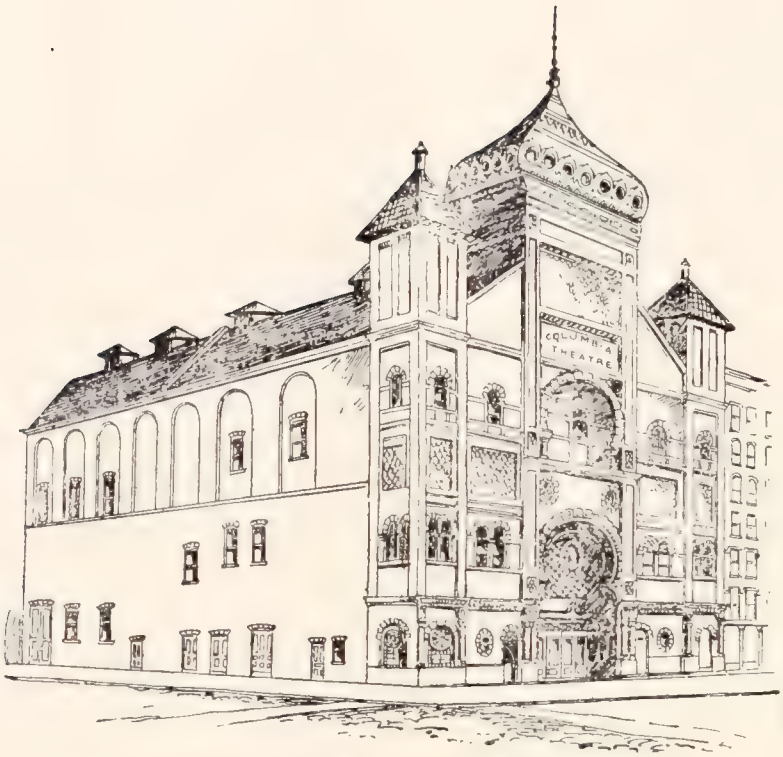
Hollis Street Church, corner of Newbury and Exeter streets, built in 1883–4, cost $60,000. George F. Meacham, architect; Woodbury & Leighton, builders. This is one of the churches with an interesting history. The original Hollis Street church was built in 1732, and was a small wooden affair. This was burned in 1787 and soon rebuilt with a more substantial



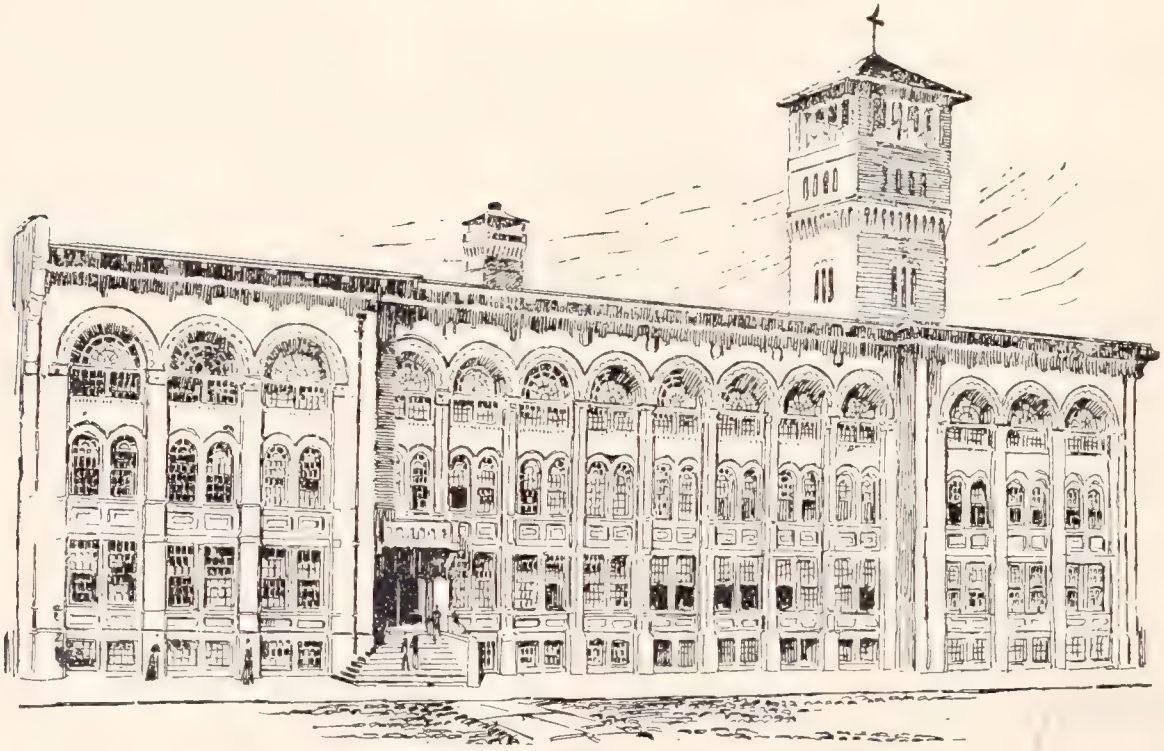
YOUTH'S COMPANION BUILDING, COLUMBUS AVE.



CHAMBER OF COMMERCE BUILDING, INDIA STREET.



COLUMBIA THEATRE, WASHINGTON STREET.



MECHANIC ARTS HIGH SCHOOL, BELVIDERE STREET.

structure, this latter being removed in 1810 and the third building erected; and in 1885 this was reconstructed into a theatre. One of the old landmarks of the city. The present new building is of dark, rough brick, with Longmeadow sandstone and terra cotta trimmings, and has a handsome round tower rising from one corner. Its interior is very handsomely and tastefully ornamented, while several of the windows are of stained glass representing different figures as memorials.

Boston Art Club building, corner of Dartmouth and Newbury streets, built in 1881-2, cost $65,000. Cabot & Chandler, architects; Norcross Brothers, builders. This is a very handsome and elegant building in the Romanesque style of architecture, the material used in its construction being dark brown stone and dark brick. The front facades on the two streets are ornamental and with a very pleasing and attractive appearance, a striking feature being the hexagonal tower which starts from the second story and rises to a height of 70 feet. The interior of the building is very elaborately decorated and ornamented, and the picture gallery is one of the finest in the city.

Massachusetts Charitable Mechanic Association building, Huntington Avenue, corner of West Newton Street, built in 1881–2, cost $300,000. William G. Preston, architect; Augustus Lothrop and William Rumery, masons; James Vixen, carpenter. This association was founded in 1795, and has as its object the promotion of the mechanic arts, invention, and improvements; also, to assist young mechanics in obtaining an education, establish schools, libraries, etc. The first building which it erected for exhibition purposes was a temporary one, built in 1878. In 1860, the association built an elegant building at the corner of Chauncy and Bedford streets. This was in the Italian Renaissance style of architecture and the material was a dark freestone. It cost, including the land, about $320,000. This building was sold in 1881 and the present new building erected. It covers an area of more than 110,000 square feet, with a frontage on Huntington Avenue of 600 feet, and running back on West Newton Street 300 feet. It is one of the largest and handsomest permanent exhibition buildings in the country; the front facade showing a free Renaissance style of architecture, with graceful curved arches and ornamental trimmings of terra cotta and freestone. A symmetrical tower, octagonal in shape, rises at the easterly corner of the building. At the eastern end is also the "administration building," and next to this is the great exhibition hall, and beyond this the "grand hall," with a seating capacity for 8,000 people. Altogether this is a most elegant modern exhibition building, a credit to the society and to the city.

Mercantile building, 91–93 Federal Street, property of Mrs. Anna P. Bigelow, built in 1880–85, cost $130,000. S. J. F. Thayer, architect; James Smith, mason; Creesy & Noyes, carpenters.

Parochial School building, Right Rev. John J. Williams, owner, built in 1883–85, cost $75,000, located at 25–29 Stillman Street. Charles J. Bateman, architect; Frank Jones & Son, masons; P. P. Kelley, carpenter.

Primary School building, 971 Parker Street, property of the city of Boston, built in 1884-5, cost $52,000. A. H. Vinal, architect; Woodbury & Leighton, masons; John Rawson, carpenter.

Grammar School building, 79 Hammond Street, property of the city of Boston, built in

1884-5, cost $112,000. A. H. Vinal, architect; Sampson & Clark, masons; John French, carpenter. This is one of the handsome modern school buildings of the city.

Dr. J. C. White, private residence, 259 Marlborough Street, built in 1884–5, cost $40,000. Peabody & Stearns, architects; M. C. Grant, mason; William Wood, carpenter.

William L. Richardson, private residence, 225 Commonwealth Avenue, cost $41,000. Peabody & Stearns, architects; Woodbury & Leighton, masons; Andrew Anderson, carpenter.

Mrs. Matthew Bartlett, private residence, 217 Commonwealth Avenue, cost $40,000. Peabody & Stearns, architects; Woodbury & Leighton, masons; Andrew Anderson, carpenter.

William H. Allen, private residence, 291 Commonwealth Avenue, built in 1884–5, cost $50,000. Allen & Kenway, architects; D. Connery & Co., masons; B. D. Whitcomb, carpenter.

Church of the Working Union of Progressive Spiritualists, corner of Exeter and Newbury streets, built in 1884-5, cost $185,000. Hartwell & Richardson, architects; Norcross Brothers, builders. This building was erected by Marcellus J. Ayer, one of Boston's wealthy merchants, as a headquarters for the Union. It is of the Romanesque style of architecture, very large and picturesque in appearance; the material being various colored granite, richly carved and embellished.

Hotel Chatham, corner of Washington and West Concord streets, property of Elizabeth C. Eldridge, built in 1884-5, cost $100,000. Henry G. Preston, architect; J. H. Coon & Co., masons; Creesy & Noyes, carpenters. This is one of the modern family hotels which have become so popular within the past few years, and is a very handsomely designed and executed structure.

J. T. Morse, Jr., private residence, 14 Fairfield Street, built in 1884-5, cost $46,000. Cabot & Chandler, architects; David Connery & Co., masons; S. H. L. Pierce, carpenter.

Dormitory for Nurses, property of the city of Boston, Harrison Avenue and East Springfield Street, built in 1884–5, cost $45,000. A. H. Vinal, architect; R. R. Mayers & Co., builders. This is one of the elegant modern buildings in connection with the City Hospital.

Primary schoolhouse, property of the city of Boston, East Brookline and East Newton streets, built in 1884–5, cost $48,000. A. H. Vinal, architect; Frank Jones, mason; Hamilton & Parker, carpenters

Primary School building, property of the city of Boston, corner of Blossom and Parkman streets, built in 1884–5, cost $55,000. A. H. Vinal, architect; R. R. Mayers, builder.

W. C. Rogers, private dwelling, 233 Commonwealth Avenue, built in 1886–7, cost $50,000. Rotch & Tilden, architects; George C. Nichols, builder.

Elvira B. Skinner, dwelling, 266 Beacon Street, built in 1886–7, cost $45,000. Shaw & Hunnewell, architects; Lyman D. Willcutt, builder.

Mrs. Charles Francis Adams, dwelling-house, 20 Gloucester Street, built in 1886–7, cost $75,000. Peabody & Stearns, architects; Woodbury & Leighton, builders. This is one of the most elaborate and ornamental of the private residences, representing the development of architecture in modern house building.

Henry A. Whitney, dwelling, 261 Marlborough Street, built in 1887–8, cost $45,000. Charles Brigham, architect; L. D. Willcutt, builder.

Grammar School building, property of the city of Boston, located on Kenilworth Street, built in 1882–3, cost $86,000. George A. Clough, architect; John Rawson, builder. One of

the many large and handsome school buildings which the city has built within the past few years; well designed and thoroughly built.

Gymnasium, property of the Allen Gymnasium Company, located at the corner of St. Botolph and Garrison streets, built in 1886, cost $33,000. Cabot & Chandler, architects; Mead, Mason & Co., builders.

Storage warehouse, property of the Boston Storage & Warehouse Company, located at the corner of West Chester Park and Westland Street, built in 1881-2, cost $95,000. George F. Fuller, architect; James Smith, builder. This is a large, plain brick building, of a design adapting it to the purpose for which it was erected.

"The Thorndike," owned by the heirs of William H. Thorndike, 91-92 Boylston Street, built in 1886-7, cost $90,000. S. J. F. Thayer, architect; Charles J. Lord, builder. The facade of this elegant hotel building presents some very pleasing features, being tastefully and artistically designed, the proportions well calculated, and the ornamentation, while not elaborate, well designed and executed.

Home for Pauper Boys, property of the city of Boston, located on Marcella Street opposite Highland, built in 1879-80, cost $95,000. George A. Clough, architect; James Fagan, builder. This is a very handsome set of buildings, of modern architectural design, with sufficient ornamentation to make them attractive and homelike.

Family hotel, Andrew J. Brown, trustee, corner of Washington and Dudley Streets, built in 1885-6, cost $51,000. Weissbein & Jones, architects; Sampson & Clark, masons; J. McNamara, carpenter.

Brewery, property of John P. Alley, located on Heath Street, built in 1885-6, cost $300,000. Otto Wolf, architect; David Connery & Co., builders. These buildings are notable on account of their size more than from any special features of architecture, although in this respect they show good taste both as to general design and execution of workmanship.

Hall and office building, 409-415 West Broadway, owned by the estate of Ezra Baker, built in 1886, cost $36,000. Bradlee, Winslow & Witherell, architects; James Smith, mason; Clark & Lee, carpenters.

Grammar School building, property of the city of Boston, Huntington Avenue near Wigglesworth Street, built in 1885-6, cost $95,600. A. H. Vinal, architect; Woodbury & Leighton, masons; John Rawson, carpenter. Another of the handsome school buildings which the city has erected, and which are both an ornament to the architecture of the city and a credit to its educational interests.

W. J. Rotch, mercantile building, 76-78 Boylston Street, built in 1885-6, cost $71,000. S. J. F. Thayer, architect; T. E. Stuart & Co., builders. A handsome brick mercantile block, in the modern style of architecture and finish.

Hecht Brothers & Co., mercantile building, 207-209 Federal Street, built in 1885-6, cost $100,000. Weissbein & Jones, architects; Sampson, Clark & Co., builders. This was one of the largest and handsomest blocks in the vicinity. It was destroyed by fire in January, 1893.

F. C. Rogers, private residence, 231 Commonwealth Avenue, built in 1885-6, cost $45,000. Rotch & Tilden, architects; George G. Nichols, builder.

Hotel Royal, property of George H. Brooks, 297 Beacon Street, built in 1885-6, cost $150,000. S. D. Kelly, architect; L. P. Soule, builder.

American Unitarian Association building, 25–27 Beacon Street, built in 1884–86, cost $110,000. Peabody & Stearns, architects; Woodbury & Leighton, builders. This is a handsome brick and stone office building, and is an attractive feature in the locality.

Alexander Moseley, private residence, 282 Commonwealth Avenue, built in 1884–86, cost $41,000. Allen & Kenway, architects; T. J. Whidden, builder.

Church building, corner of Church Street and Percival Avenue, Right Rev. J. J. Williams, owner, built in 1884–86, cost $125,000. P. C. Kelly, architect; Michael Feeley, builder.

Minot School building, property of the city of Boston, Neponset Avenue near Walnut Street, built in 1884–86, cost $58,000. A. H. Vinal, architect; Gideon Currier, mason; Morton & Chesley, carpenters.

Hollis Street Theatre, owned by Robert B. Brigham, 14–22 Hollis Street, built in 1885–6, cost $120,000. John R. Hall, architect; M. C. Grant, mason; A. P. Anderson, carpenter. This theatre occupies the site of the old Hollis Street church, which was demolished in 1885 to make room for the new building. It is outwardly attractive, being well designed and of modern construction. Its principal features are, however, as in most of the theatre buildings, more noticeable in the interior than the exterior arrangement and finish. It is one of the handsomest theatres in the city and is patronized by the best class of theatre-goers.

Children's Hospital, Huntington Avenue corner of Camden Street, property of the Children's Hospital Charitable Institute, built in 1881–83, cost $82,000. Bradlee, Winslow & Witherell, architects; J. W. Coburn & Co., builders. A very handsome building of brick; the main building being four stories in height, with a wing three stories high. The Children's Hospital was incorporated in 1869, for the purpose of caring for children suffering with acute diseases, and is one of the most deserving institutions in the city.

Kindergarten for the Blind, owned by the Perkins Institution for the Blind, corner of Day and Perkins streets, built in 1886–7, cost $38,000. S. D. Kelley, architect; Lyman Locke & Co., builders.

Mercantile building, owned by Warren B. Potter, 82-83 Boylston Street, built in 1885–87, cost $120,000. S. J. F. Thayer, architect; T. E. Stuart & Co., builders.

"The Tudor," David Nevins, owner, corner of Joy and Beacon streets, built in 1885–87, cost $300,000. S. J. F. Thayer, architect; Augustus Lothrop, builder. This is one of the handsomest of the modern family hotels, and its architectural design is very attractive, making it a prominent feature in the locality.

Sisters of the Good Shepherd, charitable institution, Tremont Street corner of Parker Hill Avenue, built in 1885–87, cost $100,000. P. W. Ford, architect; James Fagan, builder.

The O'Brien Grammar School, property of the city of Boston, corner of Dudley and Langdon streets, built in 1885–87, cost $115,000. A. H. Vinal, architect; Sampson & Clark, builders. One of the handsomest of the school buildings, ornamental in design and of symmetrical proportions.

Francis S. Sargent, private dwelling, 42 Hereford Street, built in 1886–7, cost $50,000. Shaw & Hunnewell, architects; George F. Shepard, builder.

Engine house and police station, owned by the city of Boston, located on Boylston near Hereford Street, built in 1886–7, cost $100,000. A. H. Vinal, architect; Donohue Brothers, builders.

Warren Avenue Congregational Church, corner of Warren Avenue and Dale Street, built in 1887–8, cost $60,000. J. William Beals, architect; J. E. Giddings & Son, builders. While not representing as much outlay of money in construction as many of the other churches, it is a very handsome and ornamental building, well designed and tastefully arranged.

Francis Hathaway, mercantile building, 612–624 Atlantic Avenue, built in 1887–8, cost $175,000. B. F. Dwight, architect; A. Ripley and J. J. Shaw, builders. This is one of the handsome row of mercantile buildings which has grown up on the avenue within the past few years, adding much to the locality both as to appearance and the class of business which has in recent years been extended in this direction.

Charles Head, private residence, 412 Beacon Street, built in 1887–8, cost $65,000. Shaw & Hunnewell, architects; L. D. Willcutt, builder.

Mrs. M. C. Blake, private residence, 414 Beacon Street, built in 1887–8, cost $40,000. John H. Sturgis, architect; L. D. Willcutt, builder.

Fisk building, property of J. W. Fisk, 87–97 State Street, built in 1888–9, cost $480,000. Peabody & Stearns, architects; Norcross Brothers, builders. This is one of the first of the "sky-scrapers," of which Boston now has quite a number, while there are several more in prospect. The facade on State Street presents a solid front of granite which runs up nine stories, with a slanting roof and tower, from which a splendid view of the city and harbor can be obtained. The great arched entrance is one of the features of the building and is very imposing. The front wall is plain above the first story until the eighth story is reached, where there is a balcony built out from it. This building is entirely devoted to office purposes, and the interior is handsomely finished off, with every modern convenience, including elevators, etc. The material is of the best, and is of fire-resisting construction throughout. From its great height it attracts considerable attention and is one of the landmarks in this section of the city.

Frederick L. Ames, mercantile building, Lincoln and Essex streets and Essex Place, built in 1889, cost $300,000. Shepley, Rutan & Coolidge, architects; Norcross Brothers, builders.

"Boston Tavern," property of Daniel L. Demman, Ordway Place and Province Court, built in 1887–8, cost $160,000. S. J. F. Thayer, architect; Webster & Dixon, builders. One of the later hotel buildings, thoroughly fire-resisting, and modern in all its appointments.

Mrs. Isabel M. Barnes, private residence, Charlesgate East corner of Marlborough Street, built in 1889–91, cost $85,000. Rotch & Tilden, architects; M. C. Grant, mason; John Rawson, carpenter. One of the elegant residences in this fashionable quarter of the city, showing architectural features that make it attractive.

William T. Hart, store and apartment building, 1511–1523 Washington Street, built in 1889–91, cost $160,000. W. T. Sears, architect; James Smith, builder. One of the handsome apartment houses, with the lower floor finished off for stores. Its architectural appearance is substantial and ornamental, combining the two features in an artistic manner.

D. & H. C. Nevins, mercantile building, 82–84 Chauncy Street, built in 1890–91, cost $140,000. S. J. F. Thayer, architect; C. W. Cole and Flannigan Brothers, builders.

Willard White, apartment house, corner of Dudley and Magnolia streets, built in 1887–8, cost $125,000. J. H. Besarick, architect; James Fagan, builder.

Pumping Station, property of the city of Boston, Beacon Street corner of Chestnut Hill Avenue, built in 1887–8, cost $125,000. A. H. Vinal, architect; Myers & Baker, builders.

Home for Pauper Females, property of the city of Boston, located on Long Island in Boston Harbor, built in 1882–88, cost $80,000. A. H. Vinal, architect; Myers & Baker, builders.

Boylston Market Association, mercantile and manufacturing building, corner of Washington and Boylston streets, built in 1887–8. Carl Fehmer, architect; Woodbury & Leighton, builders. This elegant building occupies the site of the old Boylston Market, which was opened in 1810, and at the time was considered to be "far out of town." It was a substantial three-story building with a tower. The lower floor was used as a market, while the two upper stories were finished off into a large hall, where were held many of the great musical and other events of the early days of the city. John Quincy Adams was the first president of the association. The present building, which is one of the handsomest business blocks in the city, is built of brown stone and brick, several stories in height, with elaborate and pleasing architectural finish and ornamentation. It is one of the prominent features in the locality, which attracts the attention of the passer by on account of its size and general attractive appearance. The cost of this magnificent building was $280,000. It is a modern structure in every sense of the word, and is a good example of the growth and development of building in Boston.

Henrietta K. White, apartment house, 362 Commonwealth Avenue, built in 1890, cost $100,000. Joseph R. & W. P. Richards, architects; Thomas R. White, builder.

Frank and Albert Frost, family hotel, corner Dudley and Nonquit streets, built in 1890–91, cost $97,400. J. M. Brown, architect; Miller Brothers, builders.

Right Rev. J. J. Williams, school building, Lake Street rear of South, built in 1889–90, cost $110,000. J. H. Besarick, architect; Hugh Nawn and James Fagan, builders.

Estate of William J. Niles, store and office building, 23–25 School Street, built in 1888–9, cost $110,000. William M. Bacon, architect; L. D. Willcutt and Morrison & Bacon, builders.

Albion building, property of the J. J. Gardner estate, corner of Beacon and Tremont streets, built in 1888, cost $200,000. Cummings & Sears, architects; Whidden, Hill & Co., builders. Everyone is familiar with this towering building, which stands opposite the site of the old Tremont House, and in which is located the great dry-goods house of Houghton & Dutton. It is an elegant structure both in architectural design and execution. The facades are ornamental, and impress one with their huge proportions and solidity.

Church of the Messiah, corner of Falmouth and Gainsborough streets, built in 1890–92, cost $75,000. Rotch & Tilden, architects; Melville Grant, mason; R. T. Plummer, carpenter.

Schoolhouse, corner of Green and Cheshire streets, owned by the city of Boston, built in 1891-2, cost $90,000. A. H. Vinal, architect; Sampson & Clark, builders.

Massachusetts Homœopathic Hospital, hospital building, Stoughton Street near Albany, built in 1891-2, cost $60,000. Allen & Kenway, architects; Connery & Wentworth, masons; Morrison & Bacon, carpenters. Also another building, designed and built by the same parties, on East Concord Street, erected in 1891-2, cost $40,000.

Thomas E. Proctor, private residence, 271-273 Commonwealth Avenue, built in 1891-2, cost $65,000. Hartwell & Richardson, architects; Norcross Brothers, builders.

Dr. W. S. Sargent, residence, Charlesgate East corner Beacon Street, built in 1891-2, cost $40,000. W. T. Peters, architect; C. A. Dodge, mason; Morrison & Bacon, builders.

Estate of Peter B. Brigham, mercantile building, 166-198 Portland Street, built in 1891-2, cost $108,000. Hartwell & Richardson, architects; Connery & Wentworth, builders.

City of Boston, schoolhouse, Leyden Street (Orient Heights), built in 1891-2, cost $55,000. Edward M. Wheelwright, architect; Myers & Baker, builders.

Farlow building, owned by the estate of John S. Farlow, corner of State Street and Merchants Row, built in 1891-2, cost $175,000. W. T. Sears, architect; Woodbury & Leighton, builders. The material for this building was furnished by Wood, Barker & Co.

City of Boston, schoolhouse, corner of St. Botolph and Cumberland streets, built in 1891-2, cost $76,000. Edward M. Wheelwright, architect; M. S. & G. N. Miller, builders.

Boston University, school of medicine, rear of East Concord and Stoughton streets, built in 1091–2, cost $60,000. William G. Preston, architect; Connery & Wentworth, masons; Ira G. Hersey, carpenter.

City of Boston, schoolhouse, Wyman near Centre Street, built in 1891–2, cost $40,000. Plans by the city architect; Keening & Strout Brothers, builders.

The New Riding Club building, Parker corner of Caledonia Street, built in 1891–2, cost $65,000. W. T. Sears, architect; Woodbury & Leighton, builders.

Peter Graffam, owner and builder, apartment house, corner of Beacon and Dartmouth streets, built in 1889–90, cost $125,000. E. K. & E. W. Blakie, architects.

Thomas R. White, building, corner Commonwealth Avenue and West Chester Park, built in 1889–90, cost $150,000. Joseph R. & W. P. Richards, architects; Thomas R. White, builder.

Nathan Mathews, Jr., Exeter Chambers, corner of Exeter and Blagden streets, built in 1889–90, cost $120,000. Thomas W. Clark, architect; David L. Rand, builder.

Tremont Theatre, Abbey & Schoeffel, owners, 176 Tremont Street, built in 1889–90, cost $160,000. J. B. McAlfatrick & Son, of New York, architects; Smith Brothers, of New York, builders. There have been several theatres by this name in the city, one of them being that which stood on the site of the present Tremont Temple, and another nearly where the present theatre now stands. This is one of the handsomest and best arranged play-houses in the city. The principal feature of the exterior is the grand entrance, which is attractive and well designed to give the best effect. The interior is elegantly and elaborately finished and furnished, and this is one of the most popular and best patronized of the city theatres.

Hotel Nonpareil, George W. Mason, owner, 308–310 Commonwealth Avenue, built in 1889, cost $125,000. Samuel D. Kelley, architect; Thomas R. White, builder.

Horace Mann School building, owned by the city of Boston, Newbury Street near Exeter, built in 1888–90, cost $86,000. A. H. Vinal, architect; Connery & Co., builders. This is one of the handsomest of the city school buildings, and was named for one of Boston's most noted and earnest educators.

School of Technology building, on Trinity Place near St. James Avenue, built in 1889–90, cost $83,000. F. W. Chandler, architect; D. Connery & Co., builders.

William Minot, mercantile building, 103–107 Kingston, 2–6 Edinboro, and 99–109 Essex streets, built in 1888–90, cost $110,000. Fred Pope, architect; William H. Stewart, builder.

Right Rev. J. J. Williams, residence, corner of Harvard and Whittemore streets, built in 1888–9, cost $40,000. Thomas O'Grady, Jr., architect; J. F. O'Brien, builder.

Sidney T. Squires, apartment house, 329–331 Tremont Street, built in 1888–9, cost $206,000. T. Griffin, architect; Edward Lynch, builder.

Henry Lee *et al.*, store and office building, 75 Boylston Street, built in 1887–89, cost $125,000. Snell & Gregerson, architects; Neal & Preble, builders.

Gamaliel Bradford, apartment house, West Chester Park and Beacon Street, built in 1888–9, cost $110,000. V. Smith, architect; C. A. Dodge, builder.

Denman W. Ross, apartment house, 45 St. James Avenue, built in 1888–9, cost $150,000. Walker & Best, architects; Weston & Woodward, builders.

Boston Athletic Association building, corner of Exeter and Blagden streets, built in 1887–8, cost $225,000. John H. Sturgis, architect; Adeland Phaneuf, builder. One of the handsomest club-houses in the country. The architectural features are original and attractive, and the interior is elegantly and elaborately finished, being equipped with all the latest and best apparatus for athletic exercise and training.

New England Mutual Life Insurance Company's building, located in Post Office Square, erected in 1874, after plans by Nathaniel J. Bradlee. This is one of the finest office buildings in the city. The material is granite, and the design is in the Renaissance style of architecture. It is five stories in height, surmounted by an iron roof containing two additional stories. It fronts 50 feet on Post Office Square, and 181 feet on Congress Street. The facade on the square is very handsome and is surmounted by a group of statuary. All floors and the roof are of iron beams and brick arches, with tiled floors. There are three handsome entrances — two on Congress Street and one on Post Office Square. These lead to large, spacious hallways and the wide stairways. It has a large Whittier passenger elevator in addition to the stairways. In the basement are the large safe-deposit vaults, arranged especially for the Boston Safe Deposit & Trust Company — these vaults being fortified and defended by all the appliances and devices of modern science against burglary. On the first floor are fine large banking-rooms, and on the second the offices of the insurance company. The upper stories are fitted up as offices for architects, lawyers, mill agents, etc. Although one of the earlier of the modern office buildings, it is one of the most solid, substantial and convenient, and its location one of the very best.

The Mutual Life of New York is another of the elegant office buildings in this neighborhood which is conspicuous from its great height, handsome architectural appearance, and the tower which surmounts it. The building fronts on Post Office Square, and its handsome marble tower and gilded balcony can be seen from almost every part of the city and the harbor. The material is marble and the building is said to be one of the finest in the country. It is seven stories in height, and the facades are elaborate and highly ornamental. The total height of the tower, including the gilded crest and flagstaff, is 234 feet. The balcony, which is 198 feet above the sidewalk, is one of the best outlooks in the city. Another feature of the tower is the great clock with its four dials, each ten feet six inches in diameter, while the hands are five feet and three inches long. This immense clock can be seen at a great distance. The building is most elaborately finished inside, and is of strictly fire-resisting material. The Mutual Life, the owner of this elegant building, was the first life insurance company to do business in the United States, being organized in 1843, and is the largest moneyed concern in the world, with assets of more than $20,000,000 above that of the Bank of England. It has many other equally costly buildings in other large cities throughout the country.

Not far from the two above mentioned, on the corner of Milk and Devonshire streets, is another of the magnificent insurance office buildings — that of the Equitable Life Assur-

ance Society of New York. This is one of the most substantial and grandly imposing buildings in New England, its massive granite walls rising to an immense height, crowned by a handsomely designed roof, from which can be obtained one of the best views of the city and harbor to be had anywhere. The architecture of the building presents many striking features, and is very elaborate and ornamental. The interior is finished in the same elaborate style, with tiled floors and fire-proof material, making it one of the most safe and secure buildings of modern construction. It is provided with three large passenger elevators which are kept constantly busy, as this is one of the most frequented office buildings in the city. In the basement are the immense vaults of the Security Safe Deposit Company, while the upper floors are filled with offices of large corporations, banking and insurance companies. A few years ago an annex was added, extending the structure through to Federal Street.

In the rear of the Mutual Life building, on Devonshire Street, is the handsome and imposing Builders' Exchange, a splendid granite front structure, containing the offices of the exchange, and many rooms fitted up and used by contractors and builders. Having other buildings on either side, the front is the only part of the edifice which is shown, but this is ornamental in design and execution. It is fire-proof, of modern construction, provided with ample elevator service and all modern conveniences.

Just beyond, on Devonshire Street, is the handsome new structure erected by the John Hancock Mutual Life Insurance Company. This is one of the latest and most modernly built and equipped office buildings in the city. It extends through from Devonshire to Federal Street. The facade on Devonshire Street presents one of the handsomest displays of modern architectural designs to be found in New England; the material being a light-colored face brick, with free-stone trimmings. The Federal Street facade is also handsomely designed and executed. One of the features is the grand entrance, on Devonshire Street, an imposing arched doorway, leading to a grand hall extending entirely through the building, from which rise the grand stairway and passenger elevators. The interior is one of the most elaborate in the city, the material being marble and tile, with iron framework, all most pleasingly and skillfully designed. The whole building is devoted to office purposes, and these offices are finished off in a style to conform with the rest of the material. It is as near fire-proof in every respect as modern ingenuity and science can make it, and nothing that will add to the convenience and comfort of its occupants is lacking. It is, without a question, one of the finest office buildings in the city or in New England.

The Boston Chamber of Commerce is one of the handsomest buildings in the city, its peculiar shape and its architectural design giving it distinctive features that make it prominent among the others in the neighborhood. The following description is from the book issued at the time of the dedicatory exercises, kindly furnished by Mr. Elwyn G. Preston, secretary of the association: "The excavation for the building was begun in the early part of May, 1890, and the corner stone was laid Sept. 29. The building was completed in January, 1892. It stands on piles, each pile holding seven and one-half tons. The foundation is made of granite, the basement walls being lined with hollow brick. The basement floor of the building is composed of one foot of Portland cement concrete, on which is laid a course of tarred paper, on which the wooden floors are placed. The boiler-room floor, being below high-water mark, has two feet of Portland cement concrete on the bottom and the sides, and then

covered with brick. The exterior walls of the building are made of pink Worcester Quarry granite from Milford, Mass., and are backed with solid brick and faced on the inside with hollow brick, the plaster of the rooms being placed directly on the hollow brick. The floors of the building are made with twelve-inch steel beams, placed from four to six feet apart and filled in with hollow terra-cotta arched floor blocks, the top of these arches being leveled up with concrete to receive the wooden floors. The flat roof is made in the same manner, and covered with tar and gravel roofing. The floors of the vestibules and lower corridors are laid with marble tile, and the vestibules and lower corridors are wainscoted with white Italian marble. All corridors above the first story are wainscoted in oak, with rift-sawed yellow pine floors. The Board Room is wainscoted thirteen feet high in paneled oak, with maple floor, and the domed ceiling made of iron and plastered. The pyramidal roof is made of iron covered with black slate, the slate being tied to the iron frame with copper wire. The floors and ceilings of the offices in the sixth and seventh stories over the Board Room are suspended from this roof. All the interior finish of the building is quartered oak. In the basement there are a large restaurant, kitchens, etc., a large barber's shop, and the boiler and engine rooms. The first story is occupied by banks, steamship companies, etc. The second floor is occupied by large offices. The entire third story is occupied by the Chamber of Commerce, with its Board Room, Secretary's Room, Committee Rooms, Reading Room, Directors' Room, parlors, lavatories, telegraph offices, etc. The stories above are occupied by offices. The plans were drawn by Messrs. Shepley, Rutan & Coolidge, and the contract for building was placed in the hands of Messrs. Norcross Bros."

The schools of Boston are among the best in the country, the advantages of education being thoroughly appreciated by the citizens and always given careful consideration in the building up and development of the great city institutions. The buildings devoted to educational interests are numerous and elegant, among the more notable of the early ones being the old Boston Latin School, which was founded as far back as 1635. At different times it occupied buildings which have long since been removed, the first one standing on the present site of the City Hall. It was afterwards moved across the street and stood where the magnificent Parker House now stands. Still later it occupied a substantial edifice on Bedford Street, and in 1880 it was removed to the new school building — the most magnificent in the country — more fully described elsewhere.

The Boston Art Museum, located at the corner of Dartmouth Street and St. James Avenue, in the Back Bay district, is one of the finest art buildings in the country, and with the annex is one of the largest. Architecturally, also, this is one of the handsomest buildings in the city, and as viewed from Copley Square, upon which it fronts, is attractive and impressive. The material used in the construction of the walls is brick, with a liberal use of red and buff terra cotta imported from England for the purpose. All mouldings, copings, etc., are of this material. The facade is ornamented with two very large and handsomely executed relief pieces, representing figures appropriate to the building. One shows the "Genius of Art" illustrating the art and architecture of all nations, both ancient and modern; while the other shows "Art and Industry" joined. In the roundels are the heads of the most distinguished artists and patrons of art, among them America being represented by Copley, Crawford and Allston. It was in the construction of this building that the terra cotta work, which gives it a

most distinguished and finished appearance, was first used on so large a scale in this country. The grand entrance is one of the special features. It is approached by rich marble steps. The entrance itself is ornamented with handsome polished granite columns, with rich terra cotta capitals. The cornice, moulding, etc., is handsomely designed and adds greatly to the ornamentation of this magnificent building. The interior is finished in the best of taste, and perfectly suited to the purpose for which the various rooms are intended. In this building is one of the finest and most valuable collections of art and antiquities, sculpture and bric-a-brac in the world. The land on which it stands, containing 91,000 square feet, was given to the city by the Boston Water Power Company, and was granted by the city to the trustees of the corporation formed for the purpose of erecting and maintaining a museum of fine arts. The money for the buildings has been raised by public subscription, and that portion built in 1871–76 cost about $250,000, and that in 1878–9 about $125,000 more. The architects for this elegant structure were Messrs. Sturgis & Brigham.

The Medical School of Harvard University is one of the modern buildings in the Back Bay district which presents many artistic features in its design and finish. It was designed by Van Brunt & Howe, built in 1882–3, and cost about $250,000. It is a handsome four-story brick and sandstone structure in the Renaissance style, with picturesque pavilions, and other ornamental features, and is practically fire-proof. One of the features is the elaborately finished entrance hall with its stately pillars of polished granite. It is one of the most costly and elegant school buildings in the country.

The Boston University school on Beacon Hill is among the finest college edifices in New England. There are several buildings belonging to the institution. That of the Law School is a plain but substantial looking structure, presenting no special architectural features. The Claflin building is quite a handsome one, with its high arched entrances and imposing front of an ornamental design, while Jacob Sleeper Hall is the crowning glory of the group, with a highly ornamental facade. The material is brick, and it is modern in style. It was dedicated in 1882 with impressive ceremonies. Another building belonging to this institution, but located in another part of the city, is the Boston University School of Medicine, a handsome four-story brick building of plain design and without special ornamental features.

The new English High and Latin School building, on Warren Avenue, Montgomery and Dartmouth streets, is the pride of Boston's magnificent school system. It is the largest free public school building in the world, and the largest single structure in America devoted to educational purposes. This magnificent set of buildings was designed by George A. Clough, the city architect, and cost nearly $1,000,000 to erect. Work was begun on the building in 1877. The general plan is after the German style of architecture, in the form of a hollow square, with corridors following its outlines. There are forty-eight school-rooms in the building, besides rooms for lecture purposes, and for the school board and its officers. Thirty-six of these school-rooms front on the street, while twelve front on the court formed by the building. The width of the whole building is the width of the room and corridor, insuring good light and the best of ventilation. The court is divided in the centre by corridors connecting with a hall containing two lecture halls of large size. A drill hall and gymnasium connect the Latin and English High buildings. The structure is 423 feet long and 220 feet wide, three stories and basement. The style is of the modern Renaissance, having all the lines

of strength brought out in stone, the frieze courses inlaid with terra cotta, with a background of Philadelphia pressed brick. Each room is surrounded and separated from the next by heavy brick walls making the whole practically fire-proof. The interior finish is of Michigan oak. The great drill hall, 130 by 62 feet and 30 feet high, is one of the features of the building. It is on the ground floor, and with its galleries will accommodate about 3,000 people.

Another of the notable school buildings is the Girls' High School, on Newton Street, built in 1869–70, and at that time the largest and costliest school edifice in the country. It is a handsome five-story brick structure, of plain design but of solid and substantial proportions.

The Carter Building. — Few Boston buildings have received the attention that has been given to the structure upon the irregular tract of land bounded by Washington, Water, Devonshire streets and Spring Lane. The negotiations for the land in the first place, as well as the importance of the site, brought it before the public, and the subsequent agitation for the widening of Water Street, and the final widening of Washington Street, kept it there. It is also of interest as having been the first structure to be erected in Boston in which the skeleton system of steel construction has been used. It is also the first in which the 1½ inches thick solid plaster partitions were used. There were, as well, a number of minor details, both in construction and arrangement, which formed a noticeable departure from the type of building which has been followed so long in Boston, though the Carter building presents nothing which has not been tried and approved in other cities. It is essentially a steel structure. It consists, in brief, of a steel frame with brick and terra cotta simply as a filling or skin. Supporting columns are made of four pieces of steel, the cross section of one of which is like the letter Z, all riveted to a centre plate. These columns extend through the walls and are joined rigidly by beams in each story, and are also connected by horizontal trusses on the floors and vertical trusses in the partitions in such manner that the whole structure is rigid and firm against wind pressure, live or dead loads, or jars from adjoining streets. The exterior is finished with brick and terra cotta, the latter having been made at South Boston by Fiske, Homes & Co. The only stone work is about the main entrance on Water Street, which was executed by Stilwell & Schaeffler, in Berea, Ohio, stone. The interior partitions all consist of a light framework of steel channels, over which is stretched a network of expanded metal lathing made and supplied by the Eastern Expanded Metal Company. This framework is then plastered heavily on each side with King's Windsor cement dry mortar, forming a solid partition 1½ inches thick. Windsor cement is used throughout the entire building, excepting the basement, which is plastered with Acme cement, supplied by Waldo Bros. & Co. The building was equipped with a very thorough elevator plant by the Whittier Machine Company, the machinery being in the basement and arranged on the Hinckel system. In the basement also are located the distributing mains for the electric lighting. The current is not generated in the building, but is drawn from the street mains of the Edison Illuminating Company. The electric light wiring, which was installed by the Boston Electric Company, is very thorough in every detail, the wires being carried from the basement to the different floors in a specially arranged duct on one side of the stairway and distributed to the halls and various rooms in the conduits of the New York Conduit & Insulating Company, Pettingell Andrews Company. The electric light fixtures were supplied and set by McKenney & Waterbury. In the basement is also located the steam heating and power plant, consisting

of a 100 horse-power Babcock & Wilcox boiler, which supplies power to the elevator pumps, live steam for use in Mr. Fellner's restaurant, and heating for the offices and stores. Aside from the boilers, the entire heating plant was installed by Isaac Coffin & Co. The radiators throughout the building were all supplied by the American Radiator Company. Nearly all of the modeled ornament which has been used so lavishly in R. B. Grover & Co.'s store and in the restaurant is of papier-mache, modeled and set by the Architectural Decorative Company. The entire floor arches are all of hard terra cotta, and were furnished by the Lorillard Brick Works Company, whose method of manufacture and nature of clay used, produce the highest grade of fire-resisting material which is specified for all first-class buildings. The building is thoroughly fire-resisting in every respect. The only wood used at all is for finish, all the construction being of steel, brick or terra cotta. The contents of any one room might be destroyed, but it would be practically impossible for the fire to spread to any extent. The extreme narrowness of the building on the Devonshire Street end, and the lightness of the first and second stories, were unavoidable in planning a building of this description on so small a lot, but the careful and thorough manner in which the whole structure is braced and tied together would seem to preclude any possibility of jar or vibration in any portion of the edifice. The building was erected by Woodbury & Leighton, general contractors, from the plans of Blackall & Newton, architects.

Massachusetts Hospital Life building, on State Street, opposite the elegant Exchange building, is one of the handsomest as well as largest office buildings on the street. It was built in 1884–86, the plans being furnished by Sturgis & Brigham and the work of construction being done by Thomas J. Whidden & Co. at a cost of $400,000. The material is brownstone and brick, the facade showing a splendid combination of design, the main features of which are the massive and elaborate entrance, which is a splendid piece of work, and the cornices and coping above, which are elaborate in design and finish. The interior is elegantly finished, all the hall floors being of tiling in various colors, the sheathing of the stairways being done in polished marble, and the balustrades of iron. The building is eight stories in height, with a balcony near the top story. It is fire-resisting throughout, and provided with all modern conveniences, two passenger elevators being supplied for the convenience of the tenants and their customers. The offices are finished in the most modern style and fitted with all conveniences.

The Chadwick building, on the corner of Tremont Street and Pemberton Square, owned by the Ebenezer Chadwick heirs, is a handsome six-story brick store and office building, erected in 1886–7, the plans being furnished by S. J. F. Thayer and the work of construction being done by Emery & Stuart. The structure cost $120,000, and is one of the handsome store and office buildings which are an ornament to this section of the city. It is built after modern ideas, of fire-resisting material, and the interior is finished in a most convenient and artistic manner. It contains, above the first floor, which is occupied by the dry-goods store of William H. Brine, a large number of offices which are easily reached by means of the splendid elevator service with which it is provided.

The Franklin Brewing Company's new building, near Franklin Park, will be one of the finest breweries in New England when completed. The new brewery is to front on Washington Street, and its beautiful facade has been designed on the lines of the German Renaissance. It

will be built of brick and granite, and decorated with richly carved ornaments. From its base to its top it will measure 125 feet. The central part of the facade will rest on two large arches of granite, which will form the entrances to the office and interior buildings, and above which will rise the five stories of the brew house. In the left wing will be the entrance to the refrigerating machinery and the general power plant, and in the five stories above there will be storage rooms. The cold storage house will be at the right. The mill house is to be in the rear. It will have a storage capacity of 20,000 bushels of malt, and will be thoroughly equipped with the latest and best machines there are for cleaning and preparing the malt. The shipping, wash and boiler houses are to be located on Baker Street. The entire plant is to be completely equipped with modern machinery, and every facility for brewing the best beer possible. In making the plans for the buildings the new company has spared no expense to make them the most perfect of their kind. In the plant are embodied ideas which are the results of suggestions made by experts of many years' experience.

The Chadwick Lead Works, built in 1887, at 176–184 High Street, after designs furnished by William G. Preston, is a handsome brick structure in which is carried on the business of the company. The building was constructed by Augustus Lothrop and J. P. Lovering, and cost $70,000.

Little Wanderers' Home, 200 West Newton Street, built in 1887–89, cost $90,000. This is a handsomely designed building, and very pleasantly located. The plans were furnished by G. F. Meacham, and the construction work was done by Creesy & Noyes. It is one of the many homes that have been provided for the destitute, and everything is arranged for the comfort and convenience of the inmates. The interior is finished with all modern improvements and in the best of style. It is a handsome building both in exterior design and interior arrangement and finish.

Robert C. Hooper, residence, 444 Beacon Street, built in 1888–90, cost $100,000. One of the most elegantly designed and arranged dwellings in the famous Back Bay. The selection of the material and its combination in the working out of the facade is productive of the very best effect, and the general design is most pleasing to the eye, showing careful study on the part of the architects, Messrs. Andrews & Jacques. The interior arrangement and finish is very elaborate, and in the modern style of interior work for this kind of building. The work of constructing the entire building, as well as doing the finishing work of the interior, was done by B. D. Whitcomb & Co. In furnishing this elegant home great good taste was shown, and everything is on a most elaborate scale. The location is one of the pleasantest, being near the beautiful Back Bay Fens.

Pierce Hall, at the corner of Huntington Avenue and Dartmouth Street, is a handsome brick building with stone trimmings, containing, besides one of the finest halls in the city, a large number of offices, with stores upon the ground floor. This elegant structure was erected in 1887–89, after designs furnished by S. Edwin Tobey. The construction work was done by David Connery. It is the property of Wallace L. Pierce, and cost $225,000.

The residence of Nathaniel Thayer, Jr., at the corner of Commonwealth Avenue and Fairfield Street, is an elegant and substantial building of brick and brownstone. The feature of the facade on Fairfield Street is the entrance, which is a handsomely designed doorway, set into the walls and arched over with ornamental carved work. There is nothing striking

in the exterior work or appearance of the building to attract special attention, surrounded as it is, in the immediate vicinity, by many very handsome structures. It is in the interior finish and furnishings that is seen the result of careful study and artistic taste in design and execution. Everything is very elaborately planned and most admirably arranged. The finish is of the finest material and best of workmanship. It is one of the finest private residences in this most fashionable quarter. The architects were Messrs. Sturgis & Brigham, the masonry was executed by D. Connery & Co., and the carpentry work was done by B. D. Whitcomb. It was built in 1882–85 and cost $125,000.

The Exchange building, on State Street, is the grand masterpiece of building in Boston, so far as business houses are concerned, and is owned by the State Street Exchange Association. It is built entirely of stone and other fire-resisting material, the interior being constructed of iron and tiling. It is of the Italian Renaissance style of architecture, the only attempt at special ornamental features being the great arched entrance on State Street, the capitals of the stone columns of the first story, and the balcony at the ninth story. It is eleven stories in height, besides the basement, covers nearly the whole block bounded by Congress, State and Kilby streets, and contains over eleven hundred rooms for office and business purposes. The interior is elegantly designed and finished. The main entrance leads to a grand hallway from which rise the broad marble stairs, one of the handsomest in the country. On either side of this grand stairway are three large and powerful passenger elevators. Above the first story each floor is finished in offices, which are conveniently arranged, singly or in suites. The floors are marble and tile, the only woodwork used being that in the door and window casings and similar finish, making the building practically fire-proof. The crowning feature of this immense building is the rooms of the stock exchange. These are on the first floor, opposite the main entrance. The great chamber of the exchange is 115 feet long, 50 feet wide, and 35 feet high, and is one of most complete stock chambers in the country. The interior decorations are in white and yellow, with dignified Corinthian pillars around the walls of the room. Leading from this larger room is the bond room with its massive black Tennessee marble fireplace. Marble in various shades enters largely into the finish of the elegantly appointed banking-rooms on this floor. Everything about the building, from the basement to the top story, is of the most modern construction and arrangement, and every convenience is at hand for the transaction of business by the occupants of the various offices. Probably no building in New England is visited by more people during the day than this, and it would be difficult to name a business which is not represented by an office in this great structure. It was designed by Messrs. Peabody & Stearns, and built complete by Norcross Brothers. The cost of the building was $1,800,000, and, including the land, $3,376,500. Erected in 1889–91.

Hotel Warren, on St James Street at the junction of Warren and Regent streets, is one of the largest and handsomest of the great family hotels for which the city is famous. It is the property of Donald Kennedy, and was built in 1884–86, after plans furnished by Carl Fehmer, at a cost of $250,000. The architecture is admirable, being of the later style in design, without elaborate ornamentation, but still pleasing and attractive. The interior is most elegantly finished, every suite being complete in every appointment, with all the modern conveniences, and arranged with a view to the comfort of occupants. In its construction the mason work was executed by L. P. Soule and the woodwork by Leander Greeley.

The residence of Mrs. Nathaniel Thayer, 305 Commonwealth Avenue, a handsome brick and stone structure with its substantial proportions and imposing front, was built in 1884–86, after plans by Peabody & Stearns, at a cost of $75,000. This was one of the earliest private residences on the avenue, but is a model of modern architecture and construction. The design of the exterior is very pleasing, the proportions being well worked out and symmetrical in every feature. The interior is handsomely finished, and is most conveniently and comfortably arranged. Messrs. Woodbury & Leighton were the masons and B. D. Whitcomb did the woodwork.

Bowdoin Square Theatre, 179–183 Court Street, is one of the later additions to Boston's handsome theatres, having been constructed in 1891–2. Like most of this class of buildings, the interior presents the most attractive features. The design for it was furnished by C. H. Blackall, and it is in every way a modern structure, elegantly fitted and arranged with all the conveniences for the production of first-class entertainments. The builders were Woodbury & Leighton and the cost was $75,000.

The Ames building, at the corner of Washington and Court streets, is one of the most distinguished buildings in the city, on account of its immense height and ornate design. It is the property of the Frederick L. Ames estate, was built in 1889–91, after plans furnished by Shepley, Rutan & Coolidge, and cost $560,000, Norcross Brothers being the builders. It occupies a very small ground area, which makes the structure seem rather out of proportion; but this is compensated for in the admirable architecture, which shows many features of special value. The massive granite foundation and walls of the ground floor are very imposing, and grand in every particular. The immense arched entrance and windows show beautifully designed carvings in the solid granite forming these arches, as well as in the moulding above the third story. The features above this are the large double windows with polished granite columns between, and the elaborately executed coping which finishes the top story of the building. This is the highest building ever erected in the city, it being 196 feet from the street to the top of the coping. It contains sixteen stories. Three large and rapidly moving elevators make access to any of the floors very easy. The interior work is of the very best, nothing but fire-resisting material being used, except in the finish around the doors and windows. It is supplied with all the modern conveniences of office buildings and is a model structure in every respect.

E. V. R. Thayer, residence, at 19 Gloucester Street. Another of the elegant Back Bay houses of modern design and construction. There are few handsomer dwellings in the city, in point of architectural arrangement. The features are so harmoniously combined, and the execution of the design so skillfully carried out, that the whole is attractive without being too conspicuous. The interior is perfectly arranged and elegantly finished. It was built in 1886–7, the plans being furnished by Sturgis & Brigham and the building done by David Connery & Co. Its cost was $120,000.

The great stone church, on Warren, Winthrop and Soley streets, in the Charlestown district, is one of the special features in this section of the city. It was begun in 1887 and has taken six years to complete. The material is a light gray granite, and the design is well worked out, giving a splendid effect in the solid and substantial facades. It is one of the largest Catholic church edifices in the city and cost $235,000. The interior is handsomely finished. P. C. Keeley was the architect and Holmes Brothers the builders.



THE BOSTON HERALD BUILDING.



BUILDING OF SHREVE, CRUMP & LOW,
FREMONT AND WEST STREETS.



BUILDING OF S. S. WHITE DENTAL CO., BOYLSTON STREET.

No other section of the city contains so many and such elegant apartment houses as the Back Bay district, and it is in this direction that the city has had its most rapid growth within the past few years. Lately a number of elegant buildings have been erected quite a distance out in this direction, and among them is the splendid apartment house owned by Albert Geiger, at the corner of Boylston Street and West Chester Park. It is a handsome brick structure, designed by Vinal & Tracy, and was built in 1893, at a cost of $188,000. The first floor is occupied by stores, and above are a number of finely finished modern family apartments.

The Plymouth Congregational Church and Chapel, on Columbia Street at the corner of Rocky Hill Avenue, is a very handsome church edifice, in the modern style of architecture, from plans furnished by S. C. Earle. It was built in 1889–93, at a cost to the society of $69,000, Woodbury & Leighton and McNeil Brothers being the builders.

The Mechanic Arts High School, at the corner of Belvidere and Dalton streets, is one of the handsomest school buildings in the city, and was completed in 1894 at a cost to the city of Boston of $130,000. City Architect E. M. Wheelwright was the designer and Norcross Brothers were the builders. It is 220 feet long, 90 feet wide, and three stories high. The base of the building is of granite, with the upper stories of red brick and sandstone in alternate layers, giving the structure a very unique and substantial appearance. The roof is of composition material and projects about five feet over the edge of the outer walls. On the Dalton Street front is a very handsome tower, 23 feet square and 112 feet high. The roof of this tower rests on handsome columns with open spaces between, making it a very desirable outlook from which to view the surrounding district. The interior is splendidly finished and the structure is practically fire-proof.

Boston & Maine Grain Elevator. — One of the buildings which attracts the attention of everyone going from Charlestown to Chelsea is the immense grain elevator of the Boston & Maine Railroad, next to the largest building of the kind in the world, built by the Sampson-Robinson Company, of Minneapolis, for the railroad company, at a cost, including foundations, of over $325,000; the foundation alone costing $65,000. This elevator has a capacity of 1,750,000 bushels of grain, is 365 feet long, 98 feet wide, 110 feet high (exclusive of the cupola, which adds another 55 feet to its height). It is built of spruce and hard pine, over 5,000,000 feet of lumber, furnished by Wood, Barker & Co., being required, and about 3,000 kegs of nails used in fastening it together. It is sheathed with corrugated galvanized iron and the roof is covered with asbestos, making the whole quite fire-resisting.

The latest addition to the buildings of the School of Technology is that erected on Trinity Place near St. James Avenue, in 1892. It is a handsome structure of brick and stone and cost $50,000. F. M. Chandler was the architect and Connery & Wentworth were the builders.

The great brick and stone warehouse, at 299–303 Congress Street, owned by George S. Sheldon *et als.*, is one of the largest in the city and is a very handsomely designed building for the purpose for which it was intended. In this class of buildings more attention is paid to the conveniences and arrangements for storage purposes than to architectural display, and this is of plain design but of massive proportions. It was built from plans by B. F. Dwight, in 1891–2, and cost $120,000.

The new Reynolds is one of the handsomest, both in exterior design and interior finish, of

Boston hotels. It stands at 7–15 Boylston Street, and was built in 1891–93, at a cost of $150,000. The handsome facade is ornamented by a variety of well-designed features, the most striking of which is the grand and imposing entrance, with its polished stone columns and carved work. Above this the mouldings and cornice-work are well designed and executed, and the window openings are ornamental, giving a very pleasing effect to the whole. The interior is of the most modern construction and finish, marble and tiling being largely used. The whole is of the most approved fire-resisting material. The elegant rooms and suites are finished in the very best of style, and are all light and comfortable. The latest of modern conveniences are supplied, including elevator service and electric bells for the convenience of guests. The architect was Fred Pope and Lord Brothers were the builders.

One of the latest additions to Back Bay apartment houses is that erected at 373 Commonwealth Avenue, of which A. W. Savage *et als.* are trustees. It is an elegant modern structure of brick and stone, with handsome trimmings, and is most complete in every particular as an apartment house. The building was begun in 1892, and completed in 1895, at a cost of $130,000. The features of the exterior are the handsome entrances and the ornamental mouldings and copings above. Mead, Mason & Co. constructed the building, after plans furnished by McKay & Dunham.

In 1891–2 Henry L. Pierce added another elegant building to his chocolate mill facilities by the erection of the substantial and well-designed structure at the corner of Washington Street and Baker's Court. It is of brick and was designed by Winslow & Wetherell. James Smith was the mason and Ira G. Hersey did the woodwork. The building cost $135,000.

The immense stable building of Kenney & Clark, at the corner of Newbury Street and West Chester Park, is one of the handsomest buildings of its kind in the city. The material is brick and stone and the design is original, with several features of special prominence. It was built in 1892–3, from plans drawn by Peabody & Stearns, and cost $140,000. Located, as it is, in a fashionable residential section of the city, it is made to conform with other buildings in the vicinity in style and general appearance, and the interior is splendidly arranged and finished, great care being taken with the sanitary arrangements. The mason for the construction of the building was C. A. Dodge and the carpenter A. S. Drisko.

The Henry L. Pierce Grammar School building, on Washington Street, Welles Avenue and Walton Street, completed by the city in 1892, at a cost of $125,000, is one of the finest and most substantial of the public school buildings. It was designed by Harrison H. Atwood and built by Woodbury & Leighton. While the design of the facades is not elaborate they are original and pleasing to the eye, and the few ornamental features are sufficiently striking to attract the attention of passers-by. It is really one of the finest school buildings in the city.

At the corner of Warren and Glenwood streets is the handsome apartment house erected by James A. Crotty in 1891–2, costing $110,000. It is a very substantial brick structure, and was built by the day, which is assurance of good workmanship. It is provided with all modern conveniences and improvements for tenants' use, the lower floor being fitted up for stores, with flats above.

The latest addition to the buildings of the Massachusetts General Hospital is the new brick and stone structure on Charles near Allen Street, completed in 1894, at a cost of

$50,000. This is a very handsome building, of modern design and construction, the interior being finished off in the best of style and with all the conveniences necessary for the purposes for which the building was erected.

The Primary School building, which the city erected at the corner of Homestead and Harold streets, in 1891–2, is a model school building, after designs by the city architect and built by George F. Shepard, mason, and B. D. Whitcomb, carpenter. Like all other school buildings belonging to the city, it is of modern architectural design, neat and attractive in its exterior appearance, and finished in conformity with modern ideas of school buildings. It cost the city $41,000.

J. H. Hecht's block of four large storehouses, at 207–221 Federal Street, costing $150,000, are a very handsome set of brick buildings, especially designed for storage purposes. There is no special feature in the architectural design, as they are without elaboration or ornamentation. They are, however, quite prominent features among other buildings in the locality, from their size and substantial proportions. They were designed with great care, to be especially adapted to the purposes for which they are used, by Weissbein & Jones. W. S. Sampson was the mason and J. McNamara the carpenter. They were built in 1893. Lumber furnished by Wood, Barker & Co.

The latest addition to the United States Hotel is a handsome brick structure on the Lincoln Street side, and it was completed in 1894, at a cost of $125,000, the builders being Whidden & Co. This extension adds largely to the capacity of the hotel. The lower floor is arranged for stores, and the upper floors fitted up into rooms and suites. It is thoroughly modern in construction and finish, and adds much to the general appearance of this great hotel property. Winslow & Wetherell were the architects.

The Exchange Club building, at the corner of Milk and Batterymarch streets, is one of the most elegantly appointed club-houses in the city, and was built in 1893–4, at a cost of $227,000. The building is in the Renaissance style of architecture and very elaborate in design, with sufficient ornamentation to make it one of the most notable structures in the down-town district. The basement and ground story are of a light gray sandstone, the special features being in the design of the handsome arched entrances and the general appearance of solidity. Above the first story the material is a light gray brick, decorated with white terra cotta cornices and ornaments of the same material. The structure is six stories in height, and around the fifth story is a wide and very handsome balcony. It is most elegantly finished and furnished. In the basement is the office of the receiving clerk, and the servants' quarters. On the first floor from the street, reached by an elegant broad stairway, is the superintendent's office, a large hall leading to the elevators, the main reception room, and the elaborate grill hall, which is circular in shape, with a semicircular dome ceiling, richly decorated. On the second floor are the lounging, smoking, reading, and billiard rooms. The third floor contains a number of private dining-rooms, and the retiring and writing rooms. On the fourth floor is the kitchen, and on the fifth floor there are more dining-rooms, with bath-rooms, dressing-rooms, etc. On the balcony which surrounds this floor can be set dining-tables, and the view from it down the harbor is very fine. The architects for this magnificent building were Ball & Dabney. Whidden & Co. were the masons and the woodwork was done by Ira G. Hersey. Lumber furnished by Wood, Barker & Co.

Another of the recently erected city school buildings is that on Cambridge Street near Rutherford Avenue, built by Stephen Brennan and John McNamara, after plans furnished by the city architect. It is a handsome brick structure, of modern design, thoroughly built and equipped for school purposes.

The handsome residence of Miss E. E. Sears, at 420 Beacon Street, is one of the latest additions to the elegant private residences in that part of the city, and is a special feature of the neighborhood. Its architectural design is original and presents many pleasing characteristics. The interior is elegantly and elaborately finished, in the best of style; and, as furnished, it is one of the most elegant residences in the city. Peabody & Stearns were the architects and the building was done by McNeil Brothers. It was completed in 1894, at a cost of $70,000.

All Saints Episcopal Church, at the corner of Ashmont and Bushnell streets, in the Dorchester district, is a very handsome structure of modern design and construction, having been built in 1892–94, from plans by Cram, Wentworth & Goodhue, at a cost of $80,000. W. L. Rutan was the builder.

Public school building, corner of Brewer and Brewster streets, built in 1892–3, at a cost of $95,000. This is one of the latest of modern school buildings which the city of Boston has lately constructed, and is a handsome and well-arranged schoolhouse. It was designed by E. M. Wheelwright and built by Sampson, Clark & Co. The interior is well finished and fitted with the modern conveniences for buildings of this class.

The handsome private residence of Herbert M. Sears, at 287–289 Commonwealth Avenue, is one of the later additions to the elaborate dwellings on this most popular residence street. The architecture is of the modern style, very pleasing in effect, but not so pronounced as to give special prominence or attract particular attention. It is a solid and substantial structure, and the interior is handsomely finished and elegantly furnished. It is provided with all the modern conveniences and arrangements. The plans for this building were drawn by Rotch & Tilden, the mason work being done by Connery & Wentworth and the carpentry by Ira G. Hersey.

The large and handsome apartment house, at the corner of West Chester Park and Commonwealth Avenue, is a recent addition to the number of family hotels in this section of the city and is a very attractive building, well located, facing the beautiful Back Bay Fens. It was built in 1892–3, after plans furnished by McKay & Dunham, and is owned by Albert Geiger. It is of modern style in architecture, the design showing pleasing effects in the two facades. The interior is finished in the best of style for apartment purposes and has all the modern conveniences, making it a most desirable abode. It was constructed and finished by Keening & Strout Brothers, at a cost of $84,000.

The new Reformatory for Women, on Tremont near Heath Street, is a Catholic institution and is owned by the House of the Good Shepherd. It is a very imposing structure of brick and stone, of modern design, and was built in 1892–3, at a cost of $70,000. The plans were drawn by F. Joseph Untersee and the work of construction was done by Thomas Lyons, mason, and John Quinn, carpenter.

The handsome new Working Girls' Home building, on Union Park Street near Harrison Avenue, is a well-designed structure, built of brick, with handsome trimmings of stone. It is

arranged as a home for working girls, and is most admirably suited to its purpose. It is without special features of architecture, other than those which add to its homelike and comfortable appearance. It was built in 1892–3, at a cost of $80,000, the plans being drawn by William H. McGinty; Keening & Strout Brothers being the builders.

The elegant new Smith building, in Court Square, on the site of the old Sherman House, which was for so many years one of the well-known hotels of Boston, is one of the later additions to the handsome office buildings in that section, and is a very substantial and imposing structure. The material is brick and stone, and the facade shows a very pleasing design; the first floor front being quite ornamental, especially the grand and imposing entrance, which is possibly the most striking feature. The building throughout is of the most approved fire-resisting material, marble and colored tiling being largely used in the halls and stairways. The offices are very tastefully finished in the natural wood, and all are light, airy, and conveniently arranged. A large passenger elevator makes access to all parts of the building easy and convenient. It is owned by the heirs of T. L. Smith, and was built in 1892–3, at a cost of $130,000. E. W. Boyden was the architect, J. F. Paul & Co., carpenters, and Miller Brothers and James Smith, masons.

The residence of Mrs. Harriet J. Bradley, at 197 Marlborough Street, is a handsome brick structure, of modern design, and is finished in the best of style, having the modern conveniences and arrangements. It was built after plans by J. Lyman Faxon, in 1892–3, at a cost of $40,000; H. McLaughlin being the builder.

Another of the recently built city schoolhouses is that on Henshaw Street near Centre, in Ward 23. The plans were made by the city architect, and the building shows his good taste in designing buildings of this class. It is not too ornamental, nor so plain as to give it a dreary appearance, but is a combination of the two which is very pleasing, making this one of the best of the later school buildings. It was built in 1891–2, the mason work being done by Hascal Dodge & Co., and the carpentry by Hersey Brothers. The cost was $85,000.

Oliver Ames, residence, corner of Commonwealth Avenue and West Chester Park, built in 1882–84. This is the most elegant and costly residence in the city. The material is a brownstone, and the two facades are well designed, being of good proportion and symmetrical in every detail. It is, however, on the interior finish and decoration that the architect has shown his skill, and everything about this elegant mansion is of the very best material and workmanship. The floor of the reception hall is one of the features of the interior, showing handsomely designed inlaid work, giving a very pleasing effect. The woodwork throughout is highly finished and polished. Every apartment is supplied with all the modern conveniences, and nothing that would add to the comfort and pleasure of the occupants is wanting. At the time this house was built there were very few costly residences in the immediate vicinity, it being at the lower end of the beautiful avenue, at the entrance to the Back Bay Fens, one of the most elegant of the city parks. The plans for this massive and substantial building were made by Carl Fehmer. The mason work was by Norcross Brothers, and the woodwork by Morton & Chesley. Its cost was $200,000.

The handsome residence owned by Alexander Cochrane, at 257–259 Commonwealth Avenue, is a substantial looking building of modern architectural design, with enough elaboration to make it a noticeable feature as one passes along the great avenue and looks over

the numerous large and imposing buildings that stand on either side. The interior is elegantly finished and is very conveniently arranged. There is originality in everything, and this makes it one of the most distinguished houses in the vicinity. It was built in 1886–7, by Thomas Lyons, from plans furnished by McKim, Mead & White, and cost $100,000.

The American Legion of Honor, on Huntington Avenue, is a very neatly designed building, the facade showing an ornamental portico entrance and a row of three handsome high arched window openings in the third story, and just above these the handsome cornice-work of the roof, which is flat. The interior of the building is elegantly finished, with rooms for the various officers and a very pleasant and spacious lodge-room and hall. Rotch & Tilden were the architects and Whidden & Co. the builders.

H. G. McKay, F. M. Smith, *et al.*, owners and architects, family hotel, 186–188 Commonwealth Avenue, built in 1890–91, cost $110,000. Coon & Hall, builders.

Elysian Club House, Huntington Avenue near West Chester Park, built in 1890–91, cost $60,000. Weissbein & Jones, architects; W. A. & H. A. Root, builders.

Emerson Piano Company, factory, Harrison Avenue, Waltham and Union Park streets, built in 1890–91, cost $125,000. C. S. Drisko, architect; Charles A. Dodge, builder.

Homeopathic Medical Hospital, hospital building, Harrison Avenue and Stoughton Street, built in 1891, cost $40,000. Allen & Kenway, architects; Connery & Wentworth, masons; James A. Flannagan, carpenter.

Fred Pope, owner, architect and builder, apartment house, 292 Commonwealth Avenue, built in 1891, cost $120,000.

Henry L. Pierce, chocolate mill, 1208 Adams Street, built in 1888–9, cost $250,000. Winslow & Wetherell, architects; James Smith, mason; Ira G. Hersey, carpenter.

City of Boston, school building, corner of East Fifth and H streets, built in 1888–9, cost $125,000. A. H. Vinal, architect; Donohue Brothers, builders.

Peter Graffam, apartment house, 259 Beacon Street, built in 1888–9, cost $158,000. E. K. & W. E. Blakie, architects; Peter Graffam, builder.

Peter Brigham estate, mercantile building, 79–85 Causeway corner of Portland Street, built in 1888–9, cost $100,000. Hartwell & Richardson, architects; David Connery & Co., builders.

Boston Society of Redemptorists, school building, Smith Street near Bumstead Lane, built in 1887–89, cost $106,000. Henry Burns, architect; Robert Culbert, builder.

New England Shoe & Leather Association building, owned by the association, corner of Kingston and Bedford streets, built in 1888–90, cost $150,000. Hartwell & Richardson, architects; L. P. Soule & Son, builders.

Boston Real Estate Trust, owners, mercantile building, 102–104 Kingston, 113–129 Essex streets, and 5–25 Essex Place, built in 1890, cost $280,000. Winslow & Wetherell, architects; Woodbury & Leighton, builders. This handsome building was partially destroyed by fire March 10, 1893, and was rebuilt the same year.

C. D. Bradley and James Davis estates, store and office building, corner of Tremont Street and Temple Place, built in 1889–90, cost $100,000. Fehmer & Page, architects; Whidden & Co., builders.

The Columbia Theatre is one of the very few in which there is any attempt at elaboration in the exterior design, and from its peculiarities it is a very noticeable structure, unique and

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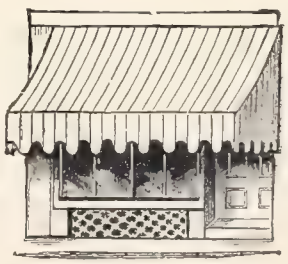
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attractive. It is of the Moorish style of architecture, the features being taken from the "Alhambra," and it is this peculiar style that gives it its individuality. It stands at the corner of Washington and Motte streets, the facade of the Washington Street front showing two handsomely designed towers. Between the towers, and extending upward two stories, is a magnificent arched entrance, the upper part of which is an elegant cathedral window of stained glass. Above this is another graceful arch, in which are set windows of handsome design. The front is of pressed brick and terra cotta, supported by cast-iron columns and arches, and the cornices and turrets of the towers are of pure copper. From the richly ornamented vestibule broad stairs, with massive bronze railings and sculpture, lead to the balcony. The interior is elaborately finished and the boxes are conveniently arranged to give a splendid view of the stage, which is very large and provided with all the modern equipments. At the time it was opened it was considered to be one of the handsomest theatres in the city. It is owned by James J. Grace. The architect was Leon H. Lampert, and the building was done by the day, under the supervision of C. M. Brown. It was built in 1891 and cost $180,000.

The Charlesgate, located at the corner of Beacon and Charles streets, is one of the most elegant family hotels in the city. It is a seven-story structure of brick and stone, the latter material being used in the lower story and for trimmings. The architecture is original, and shows many features highly ornamental and adding greatly to the attractiveness of the building. The interior arrangement is especially good, no apartment being without plenty of light and air. The finish is rich and well executed, and there are all the modern conveniences which make such apartments most desirable. The first story is arranged for stores, with apartments above, reached either by the handsome stairway or by the elevator. The owners are J. P. Putnam *et als.* The architect was J. P. Putnam, and Gibson & Knight were the builders. It was erected in 1891, at a cost of $170,000.

The "Youth's Companion" building, at the corner of Columbus Avenue and Berkeley Street, is a very noticeable structure and one of the handsomest buildings in the city. It was built in 1890–92, at a cost of $360,000. The following description is from the neat little souvenir issued by the "Companion": "It is constructed in the first story of red sandstone. The stories above are of a reddish-buff brick, exceedingly soft and pleasant to the eye. In the main or Columbus Avenue front there is a single great entrance, a large, spreading arch, occupying two stories, the ceiling of which is 'coffered' after the manner of the ceiling of the Pantheon at Rome. This arch, with the imposing height and breadth of the building, gives an effect of stateliness to the whole structure. The buff-colored bricks used, together with those from which the clustered columns and other ornamentations are constructed, relieve the great building of any appearance of coldness. They were all made especially for the purpose by Messrs. Fiske, Coleman & Co., of Boston, and are of four hundred and twenty-six separate patterns, each made from a special model. The soft color, so pleasant to the eye, was produced by a mixture of two or three kinds of clay. The red sandstone of the lower story, and out of which many of the decorations are carved, was quarried at Longmeadow. The building is five stories in height above the basement. From the sidewalk to the top of the balustrade around the roof it is 92 feet high. Its greatest length is 207 feet, and its depth is nearly 100 feet. Stepping beneath the broad arch and passing through the large doors we find ourselves in a



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great entrance vestibule, two stories high. All about us are walls of polished Tennessee marble, quarried at Knoxville. Opposite the door is a passenger elevator, by the side of which is a marble stairway which leads to the rooms above. A long balcony forms the second story of the hall, with a stately row of pillars that lend beauty to the first view of the interior. Everything else about the interior is upon the same grand scale, and there is not another paper in the world with such a beautiful building for its home."

Standing next to the "Companion" building is the handsome Pope Bicycle building, the architecture of which is highly ornamental and a valuable addition to the city's business edifices. The exterior, with its artistic combination of gray Indiana sandstone, cream-colored brick, and rich terra cotta ornamentations, is excelled by no mercantile structure in the country. The interior is elegant in finish, of spacious dimensions, and exceedingly convenient in its arrangements.

Bell Telephone Building. — At the corner of Milk and Oliver streets is one of the handsomest of modern office buildings, erected in 1888–91 by the American Bell Telephone Company, at a cost of $480,000. There are many striking features in the architectural design. The first two stories are of red sandstone, giving the building a most solid and substantial appearance. Above this the material is a light yellowish brick, trimmed with sandstone. A row of high narrow arches extend from the second story nearly to the roof, into which are set the windows. The cornice projects and is ornamental. The entrance to the building on the Milk Street side is a very handsome and elaborate piece of work. On either side of the inner vestibule are polished granite columns, and the paneling of the hallway is of polished marble slabs. The floor is of mottled tiling and very handsome. The interior work corresponds with the exterior in elegance of design and nicety of finish, the material throughout being the best fire-resisting obtainable. An elegant passenger elevator takes the visitor to the top of the building, which is nine stories in height. The offices are finished in a most elaborate style and every convenience is provided. Carl Fehmer was the architect and Connery & Wentworth the builders.

Next come two more of the school buildings erected by the city in 1891–93. One on Waverly Street, costing $40,000, built by Connery & Wentworth and John Rawson; and one on the corner of Lamson and Sumner streets, built by Sampson & Clark and John Rawson, costing $80,000. Both are handsome and substantial buildings, of modern design and construction throughout, and are equipped with all conveniences.

The Fort Hill building, at the corner of High and Hartford streets, erected by Andrew J. Weeks in 1891, at a cost of $123,000, is a very solid and substantial building, the first two stories being of granite, with red brick above. The features of the exterior are the great polished red granite pillars supporting the two front corners of the building, which are cut away for entrances, and the handsome arched entrance in the centre of the front. Above is a row of gracefully arched windows. The effect of the design is very attractive. The plans for this were furnished by Shepley, Rutan & Coolidge, and Norcross Brothers were the builders.

J. M. Walker's handsome office and store building, at the corner of Boylston Street and Boylston Place, was erected in 1891–93, at a cost of $245,000. It is an elegant modern office building. The interior finish is elaborate and well designed, and all modern conveniences are provided. Winslow & Wetherell furnished the plans and Woodbury & Leighton were the builders.

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Allston Congregational Church, located on Quint Avenue corner of Brighton Avenue, is a very pretty modern church building, erected in 1890–91, Woodbury & Leighton being the builders. Its cost was $40,000.

The handsome mercantile building, at the southeast corner of Bedford and Kingston streets, was erected by Eben D. Jordan in 1890–91, at a cost of $180,000. The first two stories are of granite and very handsomely designed, giving it a most solid and substantial appearance. Large granite piers support the third story, and between these are the great plate glass windows of the first and second stories. In the centre of the Bedford Street side is the main entrance, leading to the elevators and stairway. This has a high arching of granite. Above the granite base the material is a yellow brick, with stone trimmings. The Bedford and Kingston street corner is rounded on a graceful curve, nearly semicircular, and this gives a very pleasing effect in connection with the general outlines. It is six stories and basement in height and was designed by Winslow & Wetherell, Woodbury & Leighton being the builders.

Directly opposite, on the southwest corner of the same streets, stands another large mercantile building, somewhat similar in general design, with the same rounded corner. This building was erected by Frederick L. Ames, in 1890–91, at a cost of $98,000. The material is yellow brick, and the piers supporting the upper stories are of the same material, forming high arches to the third story, between which are the windows and entrances. Above the second story are granite columns supporting the window openings. The interior is finished off into large stores on the lower floor, with offices and stores above. The architects were Shepley, Rutan & Coolidge, and the builders Norcross Brothers.

Adjoining the above building, on Bedford Street, is another building of similar design and construction, erected by Mr. Ames, costing $120,000. It is somewhat larger than the building just mentioned, but in general construction is the same, being designed and built by the same architects and builders.

The Baker Memorial Church, at the corner of Hancock Street and Cushing Avenue, is one of the handsomest of the modern church buildings, being designed by J. Merrill Brown and built by John J. Malvin and John S. Lamming & Son.

The International Trust Company's new building, on the corner of Milk and Devonshire streets, designed by W. G. Preston, is the newest of the Boston office buildings, and forms another example of one of those complicated modern buildings in which so many requirements of the tenants of to-day are fulfilled. The result is one of the handsomest examples of business architecture that has been erected in recent years. The proportions are admirable; the building has lightness and grace, and is substantial as well; it is firmly supported, and the lower stories are given plenty of light and the amplest window space without appearing to stand upon stilts. The ornamentation is rich and tastefully developed, growing out of the character of the structure and heightening its expression. Mr. Max Bachman's two groups in high relief, on the Devonshire Street facade, show his talent for decorative sculpture to admirable advantage. They represent "Security" and "Fidelity", and the two female figures that compose each group express the ideas very simply and beautifully. The piers on Milk and Devonshire streets, supporting the nine stories of this building, rest upon a foundation of iron beams superposed at right angles to each other, thoroughly surrounded by cement concrete upon a hard-pan clay foundation. Above the sidewalk, piers supporting the building rest upon

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high plinths of the finest polished dark Quincy granite. From that point upwards the exterior shows a construction of buff Indiana limestone. This material is considered one of the finest in quality among the building stones, and is coming much into vogue on that account in New York, Chicago, and other cities. The whole interior of the walls has a lining of perforated brick so as to form air spaces, preventing rapid cooling of the walls and the deposition of moisture. The floors are composed of steel beams supporting perforated terra cotta arches, covered with six inches of solid concrete, supporting terra cotta partitions, making each room and each floor, as well as the entire building, fire-resisting. The roof is fire-proof, and is surrounded by a parapet covered with sheet copper. The roof is tiled similar to the floor, and could be made an attractive roof garden. The style of architecture is a combination of the Renaissance and Romanesque, and the stone carving rich yet chaste and not overdone. The safe deposit department of the Trust Company has an unusually roomy and attractive entrance at the corner of Milk and Devonshire streets, the walls being built of glazed *faience*, a new article of manufacture in this country, which is now being made in a manner rivaling the English. The offices and corridors above the second floor are finished in selected quartered oak. The safe deposit vaults, banking-room, and second floor are very handsomely finished in San Domingo mahogany. The mahogany counter and directors' room in the banking-room on the first floor are very beautifully wrought, and harmonize beautifully with the general finish. The entire basement, coupon-rooms, etc., are finished in polished marble and imported English cream tiling, and ample provision is there made for the comfort and convenience of ladies in the way of private dressing-rooms, etc., the furnishings of which were specially designed and made by H. A. Turner & Co., of this city. The building is provided with two specially designed hydraulic elevators, embracing all the latest improvements for safety and convenience, occupying the elevator shaft of English glazed brick running from the safe deposit vaults to the top floor of the building. The plumbing and toilet appliances throughout the building are ample and thoroughly provided for. Set bowls and wardrobes, finished in quartered oak, are provided for all the rooms, and hot and cold water upon every floor. The floors of the public portion of the building, from the basement to the roof, are laid in marble mosaic, and the walls are lined with Tennessee marble and English glazed tiles to a height of seven or eight feet above the floors. The walls of the banking-room are treated in a method almost unique in this country. Venetian mosaic is employed upon the walls in a decorative manner, and forms a finish which is practically unalterable. The *tessera* are of glass enamel in pieces about one half-inch square, set in Portland cement, and form, practically, an integral part of the building. A damp sponge at any time restores to it the freshness of new work. It was built in 1892-3, by Gooch & Pray, and cost $250,000.

The new Public Library, facing into Copley Square, is a building of which the grand old Commonwealth of Massachusetts may well be proud. The Boston Public Library has long held a place in the front rank of the great institutions of its kind in America, and is one of the largest, in point of the number of volumes contained, in the world. The old building, on Boylston Street, so long a familiar resort for the lovers of literature and the Mecca of students and authors, long ago became too small and crowded to accommodate the growth of the library and its increasing patronage, and it was found necessary to provide more commodious quarters; and out of this necessity grew the plans for the new and magnificent building.

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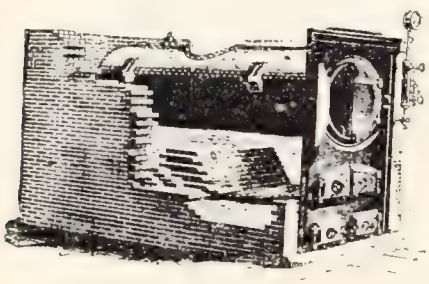
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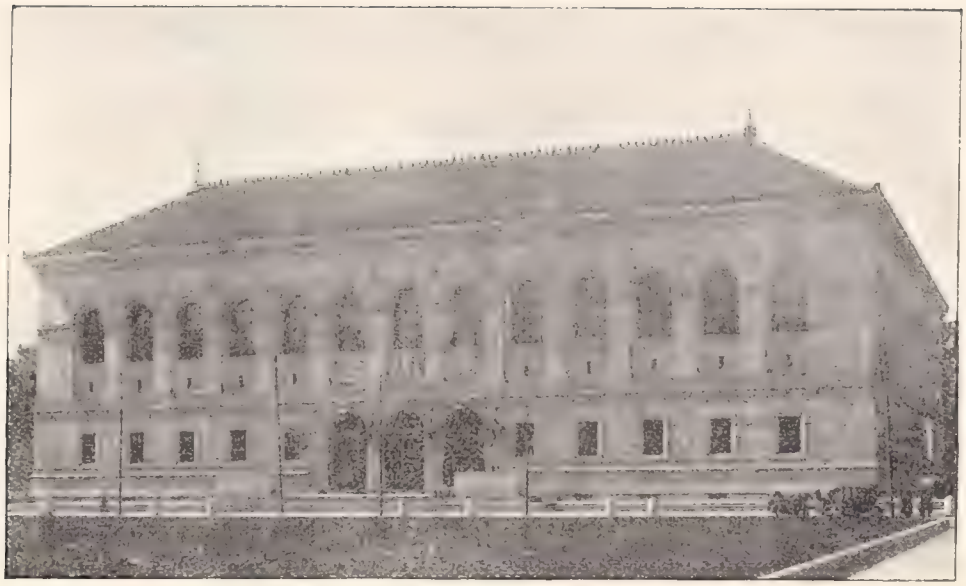
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As one approaches it from Copley Square its immense proportions and massive walls are almost awe inspiring, and the feeling is more strongly impressed on entering the magnificent vestibule, with its wealth of marble and bronze. The architecture is of the Italian Renaissance style and the building is quadrangular in shape, facing the street on three sides and having a large open court in the centre, in which is a handsome basin and fountain, the whole covering considerably over an acre and a half of ground space. This huge structure has about it an air of dignity and stateliness that cannot fail to impress the beholder. This, together with its purity of style, are its chief architectural features. The material used in its construction is the handsome pinkish-gray granite from the great quarries at Milford. These granite blocks are laid with rustic joints and there is very little attempt at ornamentation in the lower part of the work, but as it rises toward the roof it grows in beauty and magnificence. The windows below the string course are square topped and of large size, the string course above being greatly enriched by a single band of carved work, while the cornice is a most elaborately designed feature, adding greatly to the general effect. On three sides of the building above the string course is a row of gracefully arched windows, giving the effect of a magnificent arcade supporting the heavy ornamental cornice which projects from above. The roof is of brown Spanish tiles. The entrance to the building from the Copley Square side is by three handsome arches, richly ornamented with carved work and surmounted by the great medallion seal of the library, the work of Augustus St. Gaudens, while the beautiful carving is by Mr. John Evans. About the doorways is more of the beautiful carved work, and the magnificent vestibule is of solid blocks of Knoxville pink marble, the flooring being of the same material richly inlaid with Levanto marble. From this vestibule is a splendid view of the grand stairway and hall. The latter, with its high vaulted ceiling of rich mosaic work in colored marble, is one of the pleasing features of the building. The floor of the hall is in white and Breccia marble, into which are worked ornamental brass inlays. On either side of the broad marble stairway, guarding the entrance, are the great marble lions, magnificent and imposing pieces of sculpture by Louis St. Gaudens, which were memorial gifts. Over this stairway is a grand and graceful arch of Echaillon and Siena marbles, beautifully wrought. The stairs are of Echaillon marble, with the side paneling of Siena, giving a most grand and impressive effect. The various rooms are most beautifully finished, surpassing anything of the kind in the country, the great Bates Hall being the most attractive feature. It is a magnificent piece of architectural work, showing a lofty barrel vault ceiling, which, together with the walls, is most beautifully and artistically decorated. The other rooms are equally elegant and inviting. This magnificent building was calculated to have a capacity of over 2,000,000 volumes, besides over 32,900 square feet of floor space for patrons and students. The superficial floor area is over four acres, and the stacks for books have about twenty miles of shelving, which can be increased when necessary. The cost of the building is about $2,500,000. The lumber used in its construction was furnished by Wood, Barker & Co.

The large power house of the West End Street Railway Company, on Albany Street and Harrison Avenue, is the largest electric generating plant in the world, and is a magnificent piece of workmanship, from the design of the plans to the installing of the powerful machinery. It was built by Whidden & Co., masons, and James Nickerson, carpenter, and cost the company $500,000 — a large part of which is represented in the equipment. The



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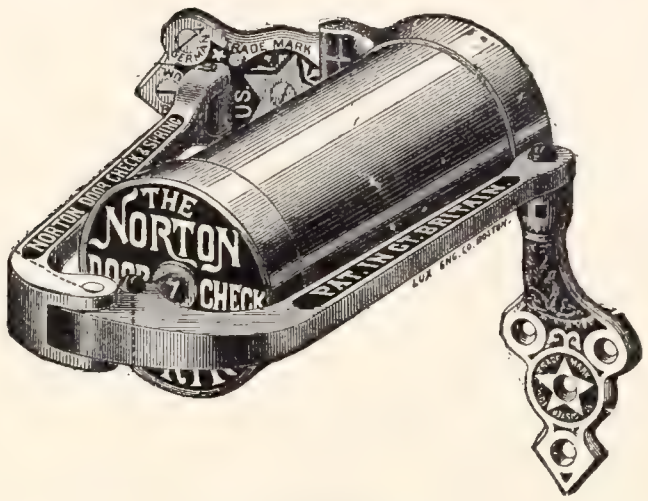


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architecture of the building is plain and simple, but on a very grand scale, the plans being drawn by W. G. Preston. The interior is the attractive part of the building, and the features here are the powerful engines, generators, boilers, and other electrical apparatus, which is on a scale that has not been attempted heretofore.

John H. Pray's new building, on Washington Street, of brick and stone, is a handsome addition to the architecture of the business section of the city. It is a thoroughly modern building in every respect, the material being of the best fire-resisting. It was built in 1891, after plans furnished by Winslow & Wetherell, Woodbury & Leighton being the builders. It cost $175,000.

The handsome office and mercantile building, at 5-6 Hamilton Place, of which John C. Phillips *et al.* are trustees, was built by L. P. Soule & Son, in 1892-3, at a cost of $90,000.

The splendid and substantial building erected by John C. Haynes, at the corner of East and Cove streets, is a brick and stone building for mechanical purposes, and is thoroughly built in the modern style of business blocks, with all conveniences for the transaction of business. It was built by George W. Pope & Co., in 1892-3, and cost $115,000.

There is no class of buildings in the city in the construction of which so much attention has been given to the architectural effects as in the elegant churches in the Back Bay district. Trinity Church, at the intersection of Huntington Avenue, Boylston and Clarendon streets, is undoubtedly the best example of church architecture in the country. In style it is purely of the French Romanesque, in the shape of a Latin cross, with a semicircular apse added to the eastern arm. The clerestory is carried by an arcade of two arches. The main feature is the great central tower, which is 211 feet high, and rises from four piers at the crossing of the nave and transept. The whole exterior is very ornamental and elaborate. The interior of the church, as well as the chapel, is finished in black walnut, and the vestibules in ash and oak. The material for the body of the building is Dedham granite, handsomely ornamented with brownstone trimmings. The exterior of the apse is ornamented with mosaic work in polished granite. The decorations and interior finish surpass anything of the kind in the country. The building cost $750,000. Gambrill & Richardson, of New York, were the architects. It was completed in 1877.

Other prominent church buildings in this vicinity are the First Baptist Church, at the corner of Commonwealth Avenue and Clarendon Street, the principal feature of which is the great square tower, 176 feet in height, and very ornamental in design. It is surrounded near the top by a frieze of colossal sculptures in relief, with Angels of the Judgment at the angles, carrying golden trumpets.

The Columbus Avenue Church is another of the handsome church edifices, built of Roxbury stone and very prettily designed, having a large square tower, above which rises a tall spire. It was erected in 1872 and cost $160,000.

The Old South Church, successor to the Old South Meeting-house on Washington Street, is one of the most ornate of the Back Bay churches. The material is Roxbury stone, with trimmings and ornaments of Connecticut and Ohio freestone. It is in the form of a Latin cross, and in the North Italian Gothic style of architecture. The magnificent tower, 248 feet in height, is one of the striking features. Others are the great dome of copper above the intersection of the arms, and the deeply recessed and richly ornamented main entrance in the

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front of the tower; also the belt of gray sandstone along the outside walls, handsomely carved — all of which give to the edifice a pleasing and unique appearance. The handsomely designed vestibule is paved with red, white and green marbles, and is separated from the nave by a high arched screen of Caen stone supported on Lisbon marble columns. The interior is finished in cherry and elaborately decorated with frescoing. The roof is open timbered. It was built in 1874 and cost about $500,000.

In mentioning the buildings devoted to religious purposes the handsome building of the Boston Young Men's Christian Association should not be forgotten. It is located at the corner of Boylston and Berkeley streets. Quiet and tasteful in design, in the Scotch Baronial style of architecture, it is a most pleasing and attractive structure. The material is brick and brownstone, which is very pleasingly blended. The feature of the exterior is the handsome entrance on Boylston Street, which is reached by a dignified flight of broad stone steps. On the corner of the building, thrown out from the second story, is a well-designed, round-roofed bay window. The interior is handsomely finished into rooms and halls and a very large gymnasium.

The Algonquin Club-house, on Commonwealth Avenue, is the most sumptuous and ornate club building in the city. The facade is patterned after the style of the French during the reign of Louis XIII. It is of brick with light-colored limestone trimmings, and is very ornamental. The elaborately designed and finished entrance is a special feature. The interior is very elaborate and furnished on a grand scale.

The Vendome, one of the most elegant of American hotels, is located on Commonwealth Avenue. It is one of the most palatial and elaborately furnished hotels in the world. The fronts of the structure are of white Tuckahoe and Italian marbles, and all doors and windows are elaborately ornamented with carvings. The design of the exterior is elaborate and highly ornamental. The interior is constructed entirely of fire-resisting material and finished in a most superb style. The rotunda is paved with English encaustic tiling, in various colors and designs. It was built by Charles Whitney and cost about $1,000,000.

Hotel Brunswick, next to the Vendome, is the most elegant in the city. It was designed by Peabody & Stearns, and built of brick, with heavy sandstone trimmings. The facade shows a very handsome design, with a row of bay windows extending from the second story to the roof and a handsomely designed moulding at the sixth story. The grand central entrance is one of the features, being a row of three arches supported by stone columns, forming a vestibule handsomely paved. This is reached by a broad flight of stairs from the street, with heavy brass railings on either side. The interior is finished in a most elaborate style, with marble floors and rich frescoing. It was built in 1874 and cost nearly $1,000,000.

The new State House extension is one of the latest additions to the features of Beacon Hill, and is a very elegant and well-constructed building. The exterior is similar in style of architecture to the older part. The selection of the material — buff bricks, Vermont marble, and Hallowell granite — for exterior work could not have been more acceptable. They will always bear a cheerful aspect, never to be affected by the rigors of our climate. The interior arrangements have been carefully studied, and are likewise impressive; the space having been allotted with consummate skill, both as regards light, accessibility, and other practical features. Nor have the artistic phases of the interior been neglected, as witness the decorations in the

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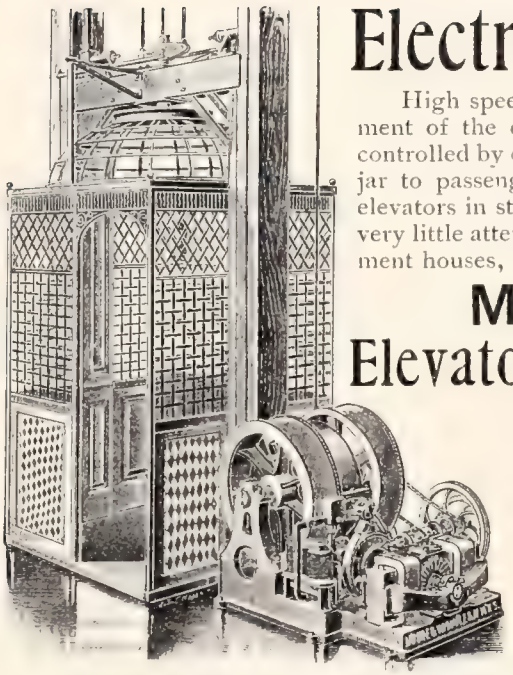
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coving over the grand stairways, the rich, effective ornamentation and coloring in the representatives' hall, as well as the beauties of the leaded glass and natural wood in the standing finish in the various rooms and offices. The granite work is stern and imposing. The basement story stone is grayish white, of tenacious nature, standing the oxydizing effect of time remarkably. It is susceptible of delicate treatment in carving. But it is in the finish of the interior that the most elaborate effects are presented. Entering the building, let us pass directly to Representatives' Hall, a description of which will aid the mind in forming a clear conception of the general plan of treatment of the whole edifice. The scheme of design is that of the Italian Renaissance. The frieze around the hall at the top has the names of fifty-three prominent men of Massachusetts' past, beginning with John Carver and ending with Phillips Brooks. The upper coving has symbolic panels, representing law, commerce, war, science, and other emblematic ideas. Above is another line of panels, on which are pictured designs emblematic of the applied arts. The coping over the staircase is graced by a series of entablatures surmounted by an eagle, with national flags above. The prevailing color is a yellowish gray. Back of the speaker's chair is a groundwork of five panels, the resting place of historic framed paintings, which are to be hung later. The ceiling light, oval in shape, is of beautifully tinted glass. In the centre of the oval is the seal of the Commonwealth. On each side are designs emblematic of industry and thrift. A series of medallions, one for each of the fourteen counties, surrounds the main design. The rooms of the more important departments are fitted with letter files, closets, drawers, wardrobes, document files and roller shelving made of steel, to insure safety as well as perfectness of operation. Massive mantelpieces in the offices of the treasurer and secretary of state are of steel, enameled a dark green. The library is furnished with about 20,000 feet of steel shelving. In places where it is necessary to relieve the bareness of the steel work, bronze ornamental castings are employed. The finish in the library is in natural mahogany, and the effect is exceedingly rich. The iron railings on the stairways attract the eye at once by their beauty and novelty. The blackness of the iron, occasionally relieved by bronze ornaments, is in fine contrast to the white marble of the stairs and corridors. The basement floors and corridors, together with the sidewalks and approaches, and working places in the building, are of a material called granolithic, a hard gray substance. Another striking feature of the interior ornamentation is the mosaic work on the floors, executed in tiny blocks of stone. The lavatories are wainscoted with seven-foot slabs of Carrara marble. The plumbing is open to view in every detail. Every suite and room is furnished with washbowls and closets. The main toilet room on the third floor, attached to Representatives' Hall, is a thoughtfully planned and admirably executed piece of work. The architect who planned this elegant addition to the historic old State House was Mr. Brigham, and Woodbury & Leighton were the builders. The cost was nearly $3,000,000. Lumber used in constructing it was furnished by Wood, Barker & Co.

Next to the new State House in point of size and imposing appearance is the magnificent new Court House in Pemberton Square. This immense granite structure was designed by George A. Clough and cost $2,519,991.84. It was begun in 1886 and completed in 1895. The exterior shows a most solid and substantial structure of granite, the foundations for which were laid by D. Henry Cram, the masonry of the walls being done by Sampson & Clark.



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Everything about the building is on a very massive scale, and it is a very striking and impressive piece of architectural and mechanical work. The interior is, however, the most interesting part of the building, and is on a grand scale. In the centre, running entirely through the building from Pemberton Square to Somerset Street, is a magnificent hallway paved with various colored marble, with a high, dome-like ceiling elaborately designed and ornamented. Running in either direction from the centre of this grand hallway are other halls, extending lengthwise of the building, leading to the several departments. These are also paved with stone and are very wide and high. The interior woodwork, done by Morrison & Bacon and Ira G. Hersey, is in the best of style, hard woods being largely used. The building is furnished with every modern device and convenience, a number of elevators being provided in different parts of the structure, giving the best of access to the upper stories. In the building are located the various courts and offices of the city and county, and no more elegant building for the purpose has ever been erected. It is an addition to the public buildings of the city of which the citizens may well be proud.

The new Tremont Temple, now in process of erection, will surpass anything of the kind in New England in its architectural and mechanical effects, and with it is associated the history of previous buildings which have occupied the site, making it a most prominent feature. Here stood, years ago, the famous Tremont Theatre mentioned elsewhere, which was later converted into a house of worship. This building was destroyed by fire in 1879, and a new building—the one so familiar to Bostonians for so many years, and one of the prominent features on Tremont Street until destroyed by fire in 1893—was erected, at a cost of over $230,000, in 1880. The present building, now in process of construction, will be a magnificent structure. The facade is of an original design, the first two stories being of Berea light sandstone, with many ornamentations; one of the principal features being the grand entrance, which is very elaborate, with heavy iron piers on either side. Above the second story and extending to the height of the great auditorium the walls are patterned after the Doge's palace at Venice, the ornamentation being of white terra cotta. The face of the wall has colored marble insets of an ornamental character, and in the centre it is broken by a window set into it, with a projecting balcony. Above this section the material is brick and white terra cotta. Near the top is an ornamented moulding, with a row of handsomely arched windows above, and the whole crowned with a projecting cornice of elaborate design. The interior is to be finished off in a most magnificent manner, providing one of the finest auditoriums in the country, besides smaller halls and offices. On the street floor there will be several stores. In the construction of the present building every effort will be made to have it as near fire-proof as possible, and the material for the interior structural work is iron and tiling, wood being used only in finishing off the work. The architects for this elegant structure are Blackall & Newton, and the builders are L. P. Soule & Son.

At the corner of Washington Street and Hayward Place the President and Fellows of Harvard College have erected a handsome building for office and store purposes, which is a model of modern architecture and mechanical construction. It was erected during 1892–94, at a cost of $100,000, after plans furnished by Fehmer & Page, the builder being L. D. Willcutt. The exterior is similar to that of other buildings of a like nature in the vicinity, and the interior is finished in the best of style, with all modern arrangements and conveniences.

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Keith's New Theatre is probably one of the finest modern play-houses in the country. The exterior is quite ornamental, being of the Romanesque style of architecture and constructed of the best hard-pressed brick, with white granite trimmings; the whole set off with artistic ornamental pieces, giving a very pleasing effect. The interior, like most of the theatre buildings, is where the greatest skill in design and finish has been lavished, and in this case it is most beautiful and artistic in every particular. The lobby is a most elaborate piece of workmanship and is rich in design and decoration. The auditorium is elegantly arranged and is also handsomely decorated. Every convenience and comfort is provided and all the latest improvements in theatrical effects are adopted. Marble, in various colors and tints, is freely used in the floors and paneling and the woodwork is rich in design and finish. E. W. Maynard, of New York, was the architect. The builders were Adeland Phaneuf, mason, and John Y. Mainland, carpenter. It was erected in 1892–94 and cost $125,000.

The private residence of Mrs. John F. Andrew, at the corner of Commonwealth Avenue and Hereford Street, is one of the palatial dwellings of the fashionable quarter of the city. The walls spring from a foundation of blue stone, a light-colored Ohio freestone being used for the lower sections and trimmings, while the main structure is of Perth Amboy speckled brick of a light shade. The interior is elegantly and elaborately finished and sumptuously furnished. McKim, Mead & White were the architects and Norcross Brothers the builders. It was erected in 1884–86, and cost $135,000.

In 1890–91 B. Schlesinger erected the elegant apartment house at 176–178 Huntington Avenue. It is a modern brick structure, of plain but attractive design, and very handsomely finished. In most of the apartment houses the greater part of the work is upon the interior finish and arrangement, no attempt being made at elaboration in the exterior design, and this is no exception. It is provided with all the modern conveniences, and is very handsomely finished, the arrangement of the apartments being unsurpassed by those of any similar building in the city. It was designed by Samuel D. Kelly and built by Keening & Stuart Brothers, at a cost of $110,000.

Hotel Copley, at the corner of Huntington Avenue and Exeter Street, designed and built by Fred Pope, in 1890–91, is one of the handsomest of the later built hotels in the Back Bay district. The architecture is especially attractive and shows many noticeable features, the grand entrance being one of the most prominent. It is of large proportions, and is very solidly and substantially built. The interior is unusually well designed and the work well executed. The apartments are commodious and well arranged, and are provided with all the modern conveniences. This is one of the handsomest additions to the architecture of this section of the city, which has so many elegant structures. It cost $300,000.

Another of the handsome Back Bay houses is that of James W. Converse, at the corner of Beacon and Fairfield streets, built in 1884–5. It is a very neatly designed structure, in the modern style, and was designed by J. H. Besarick. The builders were J. H. Kelley, mason, and Samuel Chesley, carpenter.

Among the buildings now being erected should be mentioned the elegant ten-story office building at the corner of Congress and State streets, which, owing to the shape of the structure, is a notable feature. It is very narrow on the State Street front; in this respect resembling the Carter building, on Water and Washington streets. The material is a dark sandstone in



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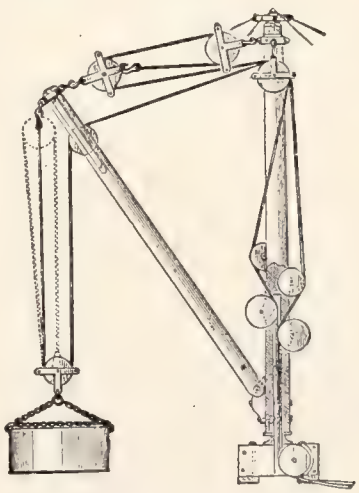
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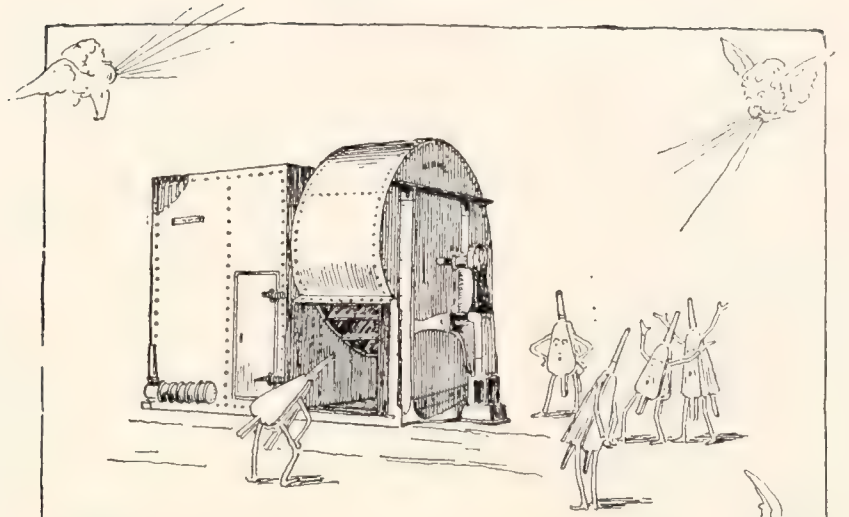
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the lower stories, with a yellowish brick above. It is very plain in design, the only ornamentation being the entrances and the window ledges. The cornice at the roof projects over the walls and is ornamented. It is to be one of the finest office buildings in the vicinity, constructed entirely of fire-resisting material, and fitted with all the modern conveniences.

Another building now being erected, which will add materially to the notable office buildings in the vicinity of the above, is the new Devonshire building, at the corner of State and Devonshire streets and extending through to Washington Street. It is to be ten stories high, simple and plain in design, the first three stories of granite, and above of cream-colored brick and terra cotta. The windows will be grouped, with wide piers between, and in the top story the group of windows will be terminated by an open colonnade, with the pillars of white marble. The interior is to be of the best fire-proof construction. The finish will be rich and solid, wainscoting of white marble. Terra cotta and marble will be used freely in the finish, both inside and out.

The building which will occupy the site of the famous old Tremont House will be of a different nature from that which it was intended should be built by Mr. Frederick L. Ames, whose death made a change in the arrangements desirable. Mr. Ames had prepared a set of plans, calling for a magnificent and palatial hotel as a fitting successor to the historic old house which has recently been razed. After his death, however, the plan was given up and the property passed into other hands. A plan has now been prepared and the work of construction begun on a very large office and store building, which, when completed, will be one of the finest in the city. The exterior of this new building will be of very plain and simple design, without attempt at undue ornamentation, no useless expense being put into architectural effects. The walls will be of solid masonry, with the floors of steel beams, with flat arches of fire-resisting material between. The main staircase will be of a handsome marble, and the first and second floors will be of rich Italian marble.

The Masonic Temple, at the corner of Meridian and Eutaw streets, East Boston, is one of the finest Society buildings in the country, in general appearance and arrangements, and the main lodge-room is one of the largest. The architect for the building was Joseph Robbins, and the design is a pleasing combination of architectural beauty and substantial form. The dimensions of the building are 100 by 108 feet, three stories high, with a flat roof, and the material used was brick, with freestone trimmings. No particular effort was made in needless display, in the outward appearance. The only ornamentations are two tablets of freestone between the second and third stories. The public hall, which occupies the rear portion of the first floor, is 50 by 90 feet, and is reached by a main entrance about midway of the building on Meridian Street and by a slight inclined passageway. The second floor is taken up with the Masonic apartments, consisting of two lodge-rooms, preparation rooms, dressing-rooms, lavatories, closets, etc., and is very conveniently arranged. The main lodge-room is located in the northeast corner of the building and is 60 by 73 feet in size. This is said to be the largest lodge-room in the country and is certainly one of the finest. It is 22 feet high, with windows on two sides, and is very pleasant. The smaller lodge-room, which is 36 by 36 feet, adjoins the larger one on the south, with entrances from the hallways and the main lodge-room. In the rear of the small lodge-room is a library, 28 by 28 feet, with entrances on two sides. The masonry and carpenter work was done by J. Henry Stevenson, to whom was awarded the contract for the entire building.



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Castle Square Hotel and Theatre, built in 1894, is one of the most magnificent buildings for the purpose in the country; the theatre being equipped with the very latest devices and arrangements that science and mechanical ingenuity can devise. The theatre was planned by E. M. Maynard, of New York, and cost $125,000. The hotel plans were drawn by Winslow & Witherell and the building cost $60,000. The work of construction and finish was all done by the day, under careful supervision, and is very thorough and complete. The exterior of the building is of white brick, crowned by an elaborate cornice of handsome design. The main feature of the facade is the imposing triumphal archway forming the entrance to the theatre. The opening of this arch is 17 feet wide and 30 feet high to the keystone. On either side are two engaged columns of the Corinthian order, standing upon pedestals 11 feet high and supporting a richly decorated terra cotta frieze and cornice. Between the columns on either side are set a group of six wrought-iron lanterns, masked by grotesque garlands above. The suffit of the arch has sunken panels, each containing a rosette carrying an electric light. On the inner side of the arch piers are panels containing life-size dancing figures in terra cotta relief. The elevators to the hotel run up on the inside of the arch piers, as do also the broad handsome stairways. The entrance and lobby are floored in marble cube mosaic, with a flowering design inside a heavy border in colors. The auditorium is elaborately finished and ornamented, and so arranged that every seat has a full view of the stage. The stage is probably unsurpassed in this country for its equipment and arrangement, and represents the latest construction. The building is six stories in height, the hotel occupying the floors above the theatre, which is on the ground floor.

The new Union Station, built by the Boston & Maine Railroad Company in 1893-4, is one of the handsomest, as it is the largest, of the railroad stations in the country. It has a frontage on Causeway Street of 680 feet, and including the train shed is 750 feet long; the whole structure covering nearly twelve acres of ground area. The building was constructed to accommodate all the roads running into the north side of the city. Formerly each road had a station of its own, and all except the Lowell had become inadequate and not suited to the times. The new station occupies the site of the old Eastern depot, and extends west and joins the Lowell, which is one of the handsomest depots in the city. The facade of the new part is ornamental in design and very substantial in every detail. At the northeast corner rises a square tower with a flat roof, and about midway is another tower ornamented with cornices and mouldings. One of the most striking features is the imposing main entrance, built of granite ornamented with carved work. On either side of the great arch are two large fluted columns of granite, 34 feet in height, resting on large stone pedestals. Next to this is the covered carriageway, with a row of arched entrances. The interior is on an immense scale and finished in a most elaborate style, with waiting-rooms and lavatories, the latter being finished in marble. The great train shed is an immense affair, constructed of truss work, with great spans of iron and steel structural work. This train shed covers a large area and accommodates twenty-six tracks. All the arrangements for convenience of passengers and the handling of trains are of the latest modern design, and the five hundred or more trains which daily enter and leave the station are handled with perfect ease, everything working systematically and with precision. Altogether, this is one of the most elegant and best arranged railway stations in the world, and one of which the city may well be proud.

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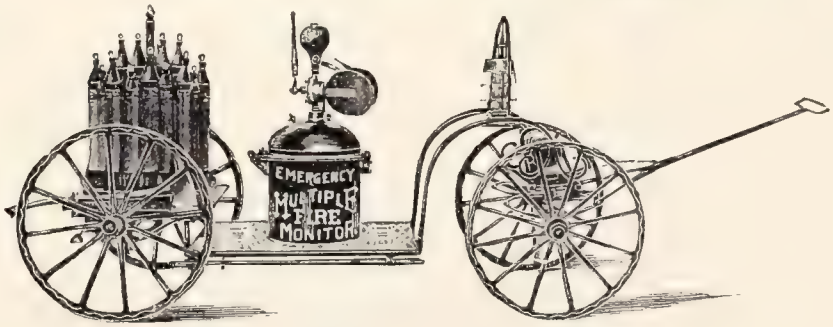
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THE GREAT FIRE IN 1872.

IN writing on the primary causes which culminated in the great fire of 1872, together with a description of its salient points as well as on its general management, I do so knowing full well that there are living many men who are familiar with the topic; men who by education, experience, and special training, are thoroughly competent to judge the facts presented. They were within the lines on that memorable night, and consequently enabled to observe and exactly know what was done and what was left undone by the chief in command, in his endeavor to control that fire.

The limited space will not permit discussing the subject in as exhaustive a manner as I might otherwise be inclined to do, but I shall endeavor to intelligently present the principal causes which resulted in the greatest local calamity ever experienced in Boston.

In treating this subject let me first present the causes, and how they by natural results produced the proper conditions for just such a calamity; and, secondly, refer to the most terrific engagement by the fire department for superiority over the fire-fiend ever recorded in the annals of this city. The conflict raged for fifteen hours with unrelenting fury, while the department, with its allies from other cities, fought with unflinching heroism and bravery, yielding no point where it was possible to stand, and regarding no sacrifice too great to make, could they but vanquish their merciless enemy.

Science, history, and experience teach that magnificent results, as well as terrible calamities, have their origin in small things. Even a mere whisper stirs, imperceptibly, the air around the globe. The simple act of eating an apple led to the world's downfall, while a falling one led to its philosophy. Opinions and principles are formed from slight causes, but by them character is shaped and the world subjugated. Our thoughts are our educators, and we are what they make us, and they, finding expression, make public sentiment. A man in this country, whether a citizen by birth or adoption, may raise his standard to whatever height his ambition suggests, but success depends upon his untiring energy; and in his life's work he has the sympathy, support, and protection of the most catholic government on the face of the globe.

Since the brakes were first manned our country has been, pre-eminently, a progressive one. We have seen, on all sides, the old give way to the new; the unpretentious three-story brick building give way to the imposing marble or granite structure of ten stories; the hundred dollar plant with its half dozen employees make room for the million dollar plant with its one thousand employees; the business methods practised by our fathers in the various branches of industry disappear, and our citizens rise from the financial crisis of 1857, able to congratulate each other upon the future business prosperity of our country. We are, therefore, by observation and education taught to look upon this constant change with pleasurable emotion,

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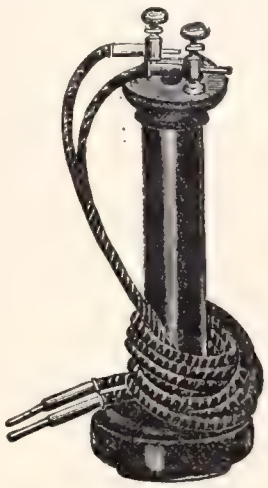
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and gratefully acknowledge that the mighty achievements accomplished are due to that system of government which fosters free speech, and maintains free public schools.

We also heard the tocsins of war, and read the tidings flashed by wire throughout the length and breadth of our land, that the stars and stripes, the symbol of our union and strength as a republic, had been trailed in the dust. This act proclaimed the dawn of the most gigantic and fratricidal war that ever fell to the lot of the civilized world; and, out of the excitement incidental to this terrible news, we heard the call from the nation's commander-in-chief, and a million patriotic men responded who deemed no sacrifice of either blood or treasure too great to make, if they might thereby maintain and transmit to their children the noble heritage bequeathed to them.

It was at the close of this terrible struggle which had steeped our soil in the blood of noble patriots, and while our citizens were engaged in building up the waste places made desolate, that Captain John S. Damrell was elected, by the municipality of our city, to take command of one of its most important departments — the Department of Safety. He accepted the trust after carefully weighing its responsibilities, and entered upon the discharge of its duties with a determination not only to be master of, but master in, the service. It became necessary for him to perfect himself in the principles and minor details of the service, so that by a thorough knowledge of the men and material under his command he might bring the department up to a position equal to any and second to none. How well he succeeded can be determined only by his peers; and they are of that class of gentlemen who surrounded him that night.

Becoming absorbed in the prosecution of the work and in the study of the fire wastes, for the purpose of fully qualifying himself for the position held, it was clearly evident that our citizens and their representatives in the councils of our city had but a faint knowledge of the great losses occurring, and he was fully convinced of the indifference of the public, as well as those persons who made it a business to collect premiums from the many to pay the losses sustained by the few.

To surmount the causes that produced these disasters became a serious question, and it was a difficult matter to determine the best methods to be adopted to secure the property of our fellow-citizens from further ravages by this element of destruction. Up to this time modern history had not been called on to record the sweeping out or licking up of the whole or part of our American cities. With the improvements in all the mechanical appliances of our age, and the introduction of superior machinery to accomplish work heretofore performed by human muscle, aided by the telegraph and chemistry, now the working tools of our fire department, the average citizen dismissed all thoughts that extensive conflagrations could occur, and one asserting otherwise, with the splendid equipment of fire organizations in large cities, was considered an alarmist, and branded as one possessing other motives than the best interests of the community.

It was on July 4, 1866, that the electric spark communicated the astounding intelligence that the Forest City of Maine—Portland—was being devastated by fire. Its principal business centre, from the Eastern depot to Mount Joy, had been licked up by the flames, and drifted away in smoke out to sea. Its further progress was stopped for want of material to feed on. Such was the news, and the excitement became intense as our citizens gathered around the

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several newspaper offices, and scanned each succeeding bulletin which reported the progress of the fire.

A municipal inquest was held, to ascertain the cause and to investigate the management of the fire by the Chief Engineer. The cause was briefly stated: it originated by boys playing with fire-crackers. The management received much commendation and praise on the one hand — harsh and ungenerous criticism on the other. It was learned from His Honor the Mayor of that city, the public pulse was so high from the city's great loss, and the fearful privations which many of her citizens were called on to endure, that the sins of neglect on the part of her municipality would have to be expiated by someone; whether that one would be the Mayor or Chief Engineer he could not then determine. Chief Engineer Rogers was, ultimately, officially guillotined, and the clamors of a certain class who constantly thirst for official scalps subsided, they feeling elated and satisfied. The lesson proved to be, as many others have been before, a nine days' wonder, and passed out of the memory of all but the immediate sufferers.

From that time on, to October 9, 1871, the necessaries and luxuries of life were easily obtained from the immense resources of our land, and our citizens' minds were diverted from all thoughts on safety or security in the mad rush for wealth, and absolute blindness seemed to afflict the entire community so that they could not see the impending danger.

But on that date our country was shaken by the news of a fearful calamity which had overtaken the Garden City of the West. In brief, the city was smouldering in ashes, and hundreds of thousands of people were driven from their homes by the ceaseless and merciless flames, with no other protection or shelter than that afforded by the broad prairies and heaven's starlit canopy. A noble, proud, and prosperous city, a city of affluence and wealth, was reduced in a single day to distress. This was a thunderbolt, and its reverberations aroused our citizens from their apathy, and the power of this friend of humanity was now fully understood when unchained and uncontrolled.

Under the inspiration of the hour the generosity of our citizens was boundless. Public assemblies were convened, resolutions of sympathy unanimously passed, supplemented with munificent donations. Boston's firemen sent by their chief a generous donation to their Chicago brothers. By the outpouring of beneficence the homeless were cared for and the city once again rose, Phœnix-like, even more beautiful than before.

The fire had its origin in a small dilapidated structure used for stabling purposes, and was caused by the overturning of a kerosene lamp. The fire department of that city was arraigned before the bar of public opinion and put on trial. A careful and discriminating jury rendered a verdict of praise and commendation for the heroic service performed, including all from the chief down. On the other hand they were denounced as imbeciles; composed of a class without education, training, principle, or judgment, and performing their duty as the unthinking horse bears the burden to which he is harnessed; charged with being demoralized and intoxicated, and commanded by a chief who had not the power to grasp nor the ability to organize and bring his force into reasonable discipline. This force and chief were subject to a board of Fire Commissioners. Later on, pressure was brought to bear by insurance men on the commission and municipal council to send to New York and secure the services of General Shaler to reorganize, relocate, and strengthen the department. He responded to the call, but his services

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were of short duration; and suffice it to say that the one upon whom the insurance men and the press had showered unstinting praise of ability as a chief, an organizer and leader, was now deemed to be so incompetent that the basket was prepared and finally received his decapitated head.

Now, in coming to the fire of 1872, it will be necessary to further digress, so that it may be clearly shown what the result of observation produced, and how ample warnings had been given of the liability to such a visitation as had overtaken our sister cities.

October 25, 1848, this city, by authority from the General Court, introduced water from Lake Cochituate for fire and domestic purposes. This action of the municipality had its friends and opponents. Certain sections of the city were piped of a size supposed to be commensurate for an adequate supply, but it proved to be insufficient for the growth of the city.

The water enthusiasts demanded of the city council a reorganization of the fire department. To retain twenty engine companies was a piece of municipal folly, for a fire in Boston of any magnitude was impossible. Their requests were complied with, and the department was reorganized. Engine companies were disbanded, and hose companies substituted, and one can remember the magnificent equipage of two hose jumpers lashed together with spun yarn, drawn through the streets as a four-wheel hose carriage adapted to the new organization. Somehow, and contrary to declarations made, fires still occurred, and many proved very disastrous. The new department soon became the target for severe criticism, and its efficiency was constantly questioned. Ere long the climax was reached, and the citizens set forth, in numerous petitions to the City Council, the inadequacy of the water supply. This was found to be so when several hydrants were tapped at the same time, for the head was so reduced that the streams were not of such power as to be relied on in emergencies. The engine companies were once again reorganized and the department's strength increased to what it was previous to the introduction of Cochituate. Water-takers were on the increase; new pipes were laid of the same size and the hydrants were of the capacity first introduced, up to the time of the fire in 1872.

Nature's antagonist, water, has been ever employed by man for the extinction of fire. Science from time to time has endeavored to increase its extinguishing power by mixing chemicals with it. Many novel inventions having that purpose in view have been presented to the public. Exhibitions have been given to fire departments and the public to show the additional power when aided by the mixtures. Well-arranged fires for successfully proving the merits of their patents obtained for these exhibitors wonderful results, and the press was made use of to thoroughly advertise the great successes obtained. Inventors and their agents held high carnival, and the future safety of our cities was now assured, provided the authorities adopted their fire annihilators and extinguishers.

Thoughtful and practical chiefs, who had educated themselves upon all points of contact and success as applied by the laws of nature, while admitting their apparent success, would be recreant to official trust if they did not rise above the clamors made for recognition, and demand a full and adequate supply of water. To attain this end Chief Damrell bent his energies, and in his annual reports of 1867, 1868, and 1869, as well as by a special communication sent to the City Council in 1869, called attention to the weak points in the city's supply. A map of

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the district burned in 1872 was furnished by Mr. Crafts, then City Engineer. The width of streets, height of buildings, size of water mains, number, size, and capacity of hydrants and branch pipes supplying them, were all shown on the plan which accompanied the communication. Many of the branches, owing to corrosion, would not average $2\frac{1}{4}$ inches in diameter. It was clearly set forth that the water service might be adequate for the low class of buildings that lined the streets of the business part of the city, but the radical changes being made by converting this whole section into a grand trade centre, where mercantile buildings of seven and eight stories in height were fast supplanting the three-story dwellings, would require increased water service. While the hand-engines were in use they required only seventy-five gallons per minute, but each of the steamers demanded a supply of water equal to four hundred gallons per minute. Continuous complaints were made by the department of its inability to obtain a supply for two steamers when working at hydrants on the same line of pipe. A vacuum caused by one steamer drawing all the supply would leave the other without any.

Possessing this knowledge of the defects in the water service, and realizing that the steamers were like a splendid battery without ammunition in the event of a calamity, Chief Damrell felt constrained to lay the whole matter before the president of the Water Board, Mr. Thorndike, stating clearly the necessity of having larger distribution pipes, and suggested the removal of the flush hydrants and the placing of the Lowery or Hill hydrant in all localities where it was necessary to have any.

Of the cost of the several hydrants estimates were submitted by Mr. Crafts, March 13, 1869, from Mr. Lowery, who came from Pittsburgh, Penn., in answer to a communication on that subject, and from Mr. Hill of Baltimore, who also responded in person, and in no case was the price to exceed five dollars over the cost of the Boston or Lowell hydrant. In conversation Mr. Lowery stated, in answer to a direct question, that he had not personal influence enough to introduce his hydrant at any cost.

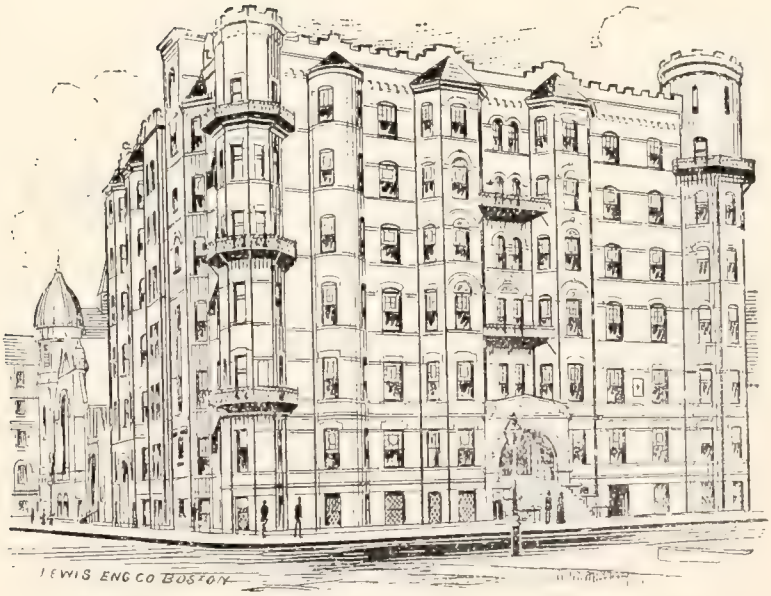
The chief received in answer by messenger from that department "that when the Water Board was in want of information on the management or the material to be employed in that department they would communicate with him." In referring to this matter after the fire it was a surprise to learn that a gentleman, and one who was president of the Water Board of the city, would deny that he had received a communication from the Chief Engineer upon the matter. Yet the fact remains that it was sent, and the answer returned in the way and manner described and in the presence of three witnesses.

Efforts were made to secure the necessary supply in another direction, and the whole question was called to the attention of Mayor Norcross, and it was suggested to him that the money contemplated being spent on building a carriage driveway around Chestnut Hill Reservoir be employed in repiping this district of the city, with a pipe of sufficient size to supply the demands made for fire extinguishing purposes. Such a course would better serve the city's interest than the driveway.

An appeal was also made to Mr. Henry N. Stone, a member of the Common Council from Ward 5, in 1871, and that gentleman presented a report to the Council advising the use of salt water for fire extinguishing purposes, and the erection and maintenance of pumping stations, to embrace the entire section of the city north of Dover Street. The stations were to be located at the foot of Hanover Street, foot of Cambridge Street, foot of State Street, and



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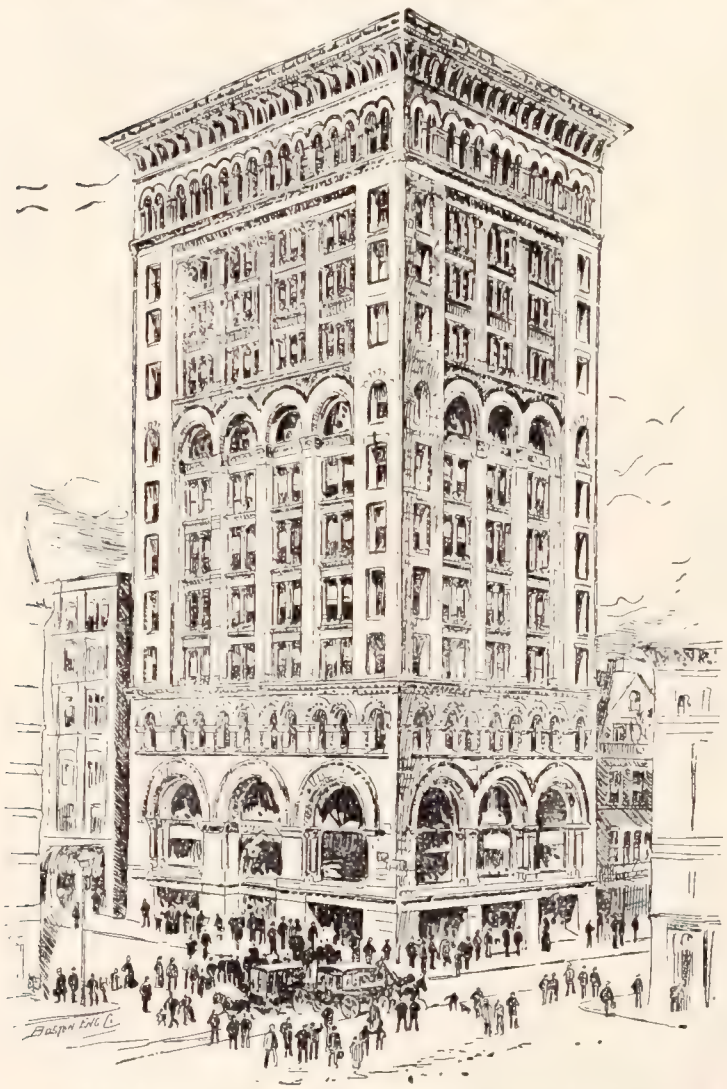


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junction of Dover and Albany streets, with twenty-inch mains and eight-inch branches, supplied with post hydrants on the same. The hydrant, being equal to four first-class steam fire-engines, with the supply for them which the plan suggested, would have proved very effective in case of such an emergency as occurred. Of the feasibility and practicability no one doubted.

That the necessity existed is undeniable, for after the fire the city complied in many particulars with the demands made, and supplied that territory with proper mains. If the same had been done before the fire, and the Lowery or Hill hydrant had been in use, the steamers could have been massed on that night in batteries of four at each hydrant, with short lines of hose which could have been handled with ease, the friction to overcome would have been slight, and the bursting of the hose correspondingly diminished. This would have given eight streams with an ample supply of water, and the full force and effectiveness of the powerful steamers, instead of but one stream from a hydrant, and a very poor one at that.

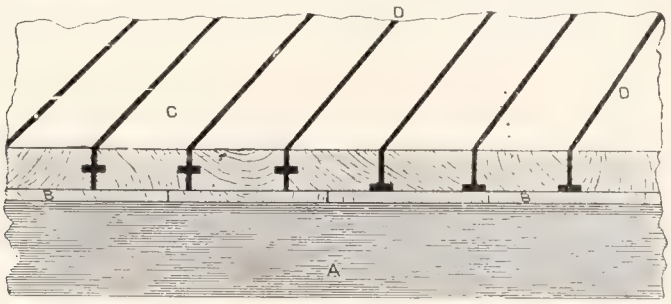
Another subject engaged the attention of the department, and the Chief Engineer felt it would be in no way disparaging to substantial improvement to officially criticise the defects in construction, in the attempt only to beautify the external portions of the buildings and produce something which was pleasing to the eye. Modern architecture was contributing its full share to the causes of conflagrations, and was responsible in a great degree for the loss of many valuable lives. The walls of these structures, so beautiful and embellished, were thin and unequal to the strains they were to resist. Party wall as a fire-resisting wall was simply a misonomer.

The imaginations of architects must have been sorely taxed as they labored to present drawings of this style and class of construction, which they were forced to in response to the demands of that class of clients who had suddenly grown rich, and wished drawings of magnificent shells, not caring how slight or flimsy they might be, provided the appearance was striking and attractive. If our citizen builders were called in to estimate on the cost of construction, and their figures were in excess of the price determined on by the capitalist, another class was requested to furnish figures. This latter class were oftentimes builders whose nationality was neither one thing nor another, and their responsibility on a par with their business methods. They would take the contract, complete the work, secure the benefit of the bankrupt law, skip the country, and make room for another gang. This order of construction was met with in all sections of our city, and it is certain that the Budensieks did not all live in New York at this date.

Iron and granite were the principal materials used in construction, and without reference to protection from flame and heat. The thickness of walls corresponded to the avarice or indifference of capitalist or speculator. Internal construction, by the usual methods, consisted of hard pine floor timbers and hard pine upper floors, forming a perfect system of flues throughout, and the whole was crowned by the French or Mansard roofs, which averaged from twelve to twenty feet in height above the walls, and were properly designated, by reason of the material employed, "elevated lumber yards." The elevator wells in use were wooden chimneys, and served as conduits to conduct fire from story to story and to the Mansard roof. By the system adopted for heating they were kept at a temperature of 70° and 80° during the season necessary to use fire for that purpose, while alongside the pipes the temperature ranged

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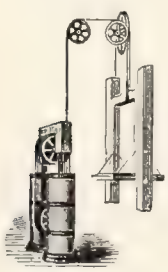


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from 80° to 200°. Woodwork in contact with the pipes became chemically changed, desiccation and carbonization followed, and the building was thoroughly prepared for a conflagration; and in such an event they were doomed to swift destruction.

The practical relations of landlord and tenant were also duly considered as to risk and responsibility. What is meant by liability and responsibility of landlord and tenant? A capitalist owning a lot of land, value $75,000, desired to improve it, and erected a building worth $50,000; his investment then represented $125,000, from which he derived an annual rental. He had by nature a perpetual policy of insurance on four-sixths of his entire investment. Now what had the capitalist or landlord done, directly or indirectly, to secure the safety of the tenant's half a million dollars' worth of goods stored on the premises? Not one dollar had been expended by way of precaution against fire. Nevertheless, the owner with his building, representing only two-sixths at stake, established, on general principles, the character of the city for safety and permanency, and this to the mind of the writer was the concrete foundation and principal cause of the fire of 1872. The buildings were oftentimes occupied by several tenants, and, the responsibility being divided, personal care was removed. It was owing to the indifference on the part of the capitalist and speculator, whose disposition led them to construct buildings of the class described, that prompted the chief to notify the Board of Underwriters of this city of the great risks they were assuming in writing on such buildings as first-class insurable property. In answer to the communication sent, an invitation was extended to him to attend a meeting of the board. The opportunity was embraced and their attention called to the facts and the possibility of a sweeping conflagration occurring from the slightest cause, if the fire was not checked in its incipiency. Municipal and state records show that efforts were made to secure the enactment of a building law, which would protect the city from further danger in this direction, by the Chief Engineer, and chapter 280 of the Acts of the year 1871 was the result.

A careful examination was made to discover in what section of the city the largest and most disastrous fires occurred, and the information gleaned soon convinced the chief that the location of the apparatus ought to be radically changed, and brought within a radius of one quarter of a mile of City Hall. A majority of the fires occurring was within that radius, and seventy-five per cent. of Boston's perishable property was within the same territory. It was also a fact that eighty per cent. of the wear and tear of the apparatus, to say nothing about the loss of valuable time, was occasioned by the distance traveled from outlying locations into this district. He, therefore, asked that the location of the apparatus be changed, and that permanent companies be substituted for call companies, and if permanent companies were not organized to have tenement houses erected in close proximity to the several pieces of apparatus, for the accommodation of the firemen. This was deemed necessary in order to secure the full measure of power and muscle of the force in the incipient stages of a fire, when the most active and aggressive work has to be performed. This proposition raised the cry of unnecessary and unqualified extravagance — the fire department was effective and efficient; and one of the leading journals replied in an editorial to the Chief Engineer as follows:—"What matter to the city of Boston whether Hose Company No. 1 or Hose Company No. 100 should succeed in getting a stream of water on to Mrs. Muldoon's feather bed in advance of the other? This rival spirit of *esprit de corps* which seems to possess the rank and file of our department,

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is all right and proper; but when it seeks to entail upon the city such extravagant expenditure of money for the location of fire apparatus where the land could not be purchased at a less cost than fifty dollars per foot, to say nothing of the cost of erecting new buildings, it is highly absurd, and should meet the condemnation of every tax-paying citizen."

October 21, 1872, information was received by wire that an epidemic had made its appearance among the horses in the city of Toronto, Canada. This news was received at first with seeming indifference, but as each succeeding bulletin announced its spread and that all horses of that vicinity were seriously affected, the alarm became general.

The epidemic spread with fearful rapidity, and in two days after it attacked the horses of Boston, thirty-two of the department horses were down with the disease. The requisite order for the care of the horses was issued, and a special meeting of the Committee on Fire Department was held under notice issued by the chief. The meeting was presided over by Alderman Woolley. The crippled condition of the department was stated to the members present, and a sub-committee, consisting of Alderman Clark and Councilmen Flanders and Hull, were appointed to procure horses for the department's use. At a subsequent meeting the sub-committee reported that they had visited all the sales stables in the city, and were unable, either by purchase or hire, to secure any sound horses for use.

Section 4 of the Fire Ordinance decreed the power to make rules for the government and discipline of the department and for the extinguishment of fires, to the Board of Engineers. As it was necessary, a meeting was called of both bodies — the Committee on Fire Department and the Board of Engineers — to take action on the matter affecting the department. The report of the sub-committee was discussed at this conference, and it was unanimously voted to double the force of the department so that no drawback might exist in the event of a call for its service.

The chief, anticipating the action, had procured drag ropes for each engine, hose, and hook and ladder company; and they were distributed that night from his office in City Hall to the district engineers, who in turn delivered them to the several companies. The complement of men was secured by the several district engineers and was registered at the chief's office the following day.

Language fails to express the dreadful features and effects of this unparalleled affliction. Business in all the commercial centres of this great country was at a stand-still. The depots were filled with freight, with no possibility of its speedy removal. Boston, with other large cities, was a scene of distress, and one can remember the measures resorted to, to overcome the situation we were placed in. It was no uncommon sight to see men harnessed to horse-cars, to express wagons, and even to the city carts used for the collection of garbage; and our sad plight was made the most of by some who seized the opportunity to thoroughly advertise their business by drawing wagons and bands of music around.

While feeling anxious about the suffering animals, still greater anxiety existed for the welfare of the city should the department be called on; and it was this feeling of insecurity which prompted the chief to invite the officers and foremen of the several companies to be present at a dinner given by him at Young's Hotel. It was at that place that the department's crippled condition was fully talked over, and those present were urged to assume certain responsibilities should the occasion require it. The order was, in the event of a third alarm



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to seize and take possession of any horse they could lay hands on and make use of him; the chief stated that he would shield them from all responsibility, and if the City Council refused to pay bills caused by such action on their part, he would liquidate them from his own finances. It was necessary to issue such an order, as there were but six department horses fit to be taken from their stalls: and it was acted on that night.

November 9, 1872, was one of those beautiful autumn days often experienced in New England. The atmosphere was calm, clear, and exhilarating; not a cloud obscured the sun, and the gentle breezes that were wafted over the city from the hills and valleys surrounding the Charles did not exceed a velocity of seven miles an hour, varying occasionally two to three points of the compass from northwest to north. As the sun went down behind those hills and settled below the valleys a more brilliant sunset was never witnessed. The sick horses were convalescing and bade fair to ultimately recover, and the clouds of distress and fear which had hung over the city for a week like a black pall, were gradually lifting, and their silver linings were apparent. Many of the citizens, and especially those of the wholesale business centre of the city, had closed their places, the streets were comparatively deserted and surrendered to the care of the guardians of the peace. There was no forewarning of impending danger from the common enemy, fire, and the owners and occupants of these supposed mercantile fortresses of brick, stone, and iron, retired at the end of their day's labors to enjoy the comfort and quiet of their respective homes. They, as well as the general public, had long enjoyed freedom from its depredations, which was due to the vigilance and *esprit de corps* that characterized the *personnel* of the fire department. But, alas! at the close of this beautiful day, unlooked for and unexpected the enemy appeared, and the strong citadels of stone, iron, and brick fell readily at the first attack.

At twenty-four minutes past seven o'clock, Assistant Engineer John Reagan announced to the department that a fire was in progress in the vicinity of Box 52, one of the weakest points in the city, and the key-note was sounded, followed by four alarms in rapid succession. The fighting force of the city proper consisted of six steam fire-engines, rated as second class, six hose companies, acting as tenders, and two hook and ladder companies, Warren 1 and Franklin 3, a chief engineer and seven assistant engineers — a total force of one hundred and eighty-five men.

Upon receiving the signal, companies not previously notified by the brilliant pyrotechnic display which illuminated the whole city, hastened to the scene. By reason of a fearful oversight or misapprehension of facts, and the illusion being strengthened by Engine 7 and Hose 2 at work, the fire, as described, had been seen one mile distant, fifteen minutes before the alarm was heard. At whose door that misfortune is chargeable one has never yet been able to discover. By location and seniority the command devolved on Assistant Engineer William A. Green until the arrival of the chief. On reaching the scene the chief made a careful survey of the location and extent of the fire, direction of wind, and position of the apparatus for effectiveness. He inquired of Captain Green if he could hold the point where he was then located; he answered he could if he could be furnished with sufficient water to maintain it.

The survey revealed a conflagration of a magnitude beyond the power of the force at command to check. Six separate buildings were on fire and one was a literal blast furnace. Engine No 4, stationed directly opposite the building in which the fire originated, was in a

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dangerous position from the scorching heat and explosive granite, and it was unbearable by the engineer in charge. In answer to his question, "What shall I do?" he was ordered to hold his position till the gauge cocks burned off his engine. A stream from the small hose was turned on to the men and engine to protect them, but the granite coping directly overhead exploded and fell, cutting the suction in two. This compelled the company to remove to another position.

The apparatus was well located by Acting Chief Green, it being posted at the hydrants nearest the fire, and no better disposition could be made.

Dr. Jenks, a member of the Board of Aldermen, accosting the chief, said, "Captain, you have got a fearful fire." He was answered, "Yes, and the city is doomed; this fire will go to the water, for I have not sufficient force at my command to stay its progress." He said, "Do you mean what you say?" The reply was, "I do, and know whereof I speak." He was then and there requested to go to the Union Telegraph Office and request help from every city and town accessible, within fifty miles from this city. He asked again, "Is this a request, or shall I execute this as an order from you as chief?" Captain Damrell replied, "An order, and without delay."

Couriers were sent at this time to intercept the Roxbury, Dorchester, South and East Boston wings of the department, and to hasten if possible their presence. On their arrival they were assigned positions where the most effective work could be accomplished. A request was made to the Chief Engineers of the Charlestown and the Cambridge departments, for assistance, and messengers with orders were sent to bring them, and they responded in very quick time. The entire department and auxiliaries were now hard at work.

Learning from Alderman Jenks that communication by telegraph was cut off on the Boston & Albany line, Assistant Engineer Allen was sent to request that road to make up a train, send it to Worcester, alarm the cities and towns on the way, and ask for help. The order was executed in a prompt and satisfactory manner, and the other departments reported for duty at an early hour of the night.

The key of the fire could now be readily seen and it was determined to hold it at all hazards; and the departments of Cambridge and Charlestown, including the Navy Yard force, were brought into battery at this point and placed under command of Inspector of Buildings Chamberlin, who had volunteered his services to act in any position; he was ably assisted by Chief Delano, Assistant Engineer Casey of Cambridge, and the Chief Engineer of the Navy Yard. A strong and desperate fight was made here, and when success seemed to crown their efforts, the water gave out and they were obliged to withdraw. An effort was made to hold the position by shutting off all drafts on the supply from other sections, but without success, and they were forced to remove and post the apparatus at other points.

At this time (8.30 o'clock) the scene and power of the elements defy description. Granite fronts were exploding, and walls, falling, broke not only the water-mains and branches, thus allowing the water to flow with freedom, but the gas-mains had also succumbed to the shock, and the gas was flowing into cellars and sewers and through drains into the buildings. It was a fight for life. Citizens were growing wild and frantic, making unreasonable demands, offering fabulous sums to desert one position and defend another. Others thoughtlessly opened their stores and invited those who felt inclined to help themselves to the contents. The latter act had a fearful and demoralizing effect upon many, and was satisfying to that particular class that are ever eager to make the most of others' misfortunes.

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The Board of Engineers, without exception, fought the fire upon a principle thoroughly understood and marked out, and each and every one was familiar with the district, its water supply, the construction of the buildings, and the methods of attack, and plans to be executed in the event of a fire. By this knowledge even the orders of the chief were anticipated. It was charged by the philosophers, the following day and week, that the fire had been fought piecemeal, and without concerted plan. Such a statement was and is a libel on that board of gentlemen.

A council was held at this hour (9.15) and the following orders issued: Assistant Engineer Reagan was to seize all hose to be found in any of the manufacturing establishments in the city and convey it to the City Hall, there to establish a hose rendezvous. He was to appoint a corps of assistants to collect all bursted hose, remove the couplings from the same, fit up the new hose taken, and keep the department supplied. Captain Scott of Engine 6 was ordered to go to East Boston, take possession of the tug-boat Osborn, bring her to the foot of Summer Street, and, with the assistance of Hook and Ladder 5 men, who were detailed to handle her streams under his orders, protect that section.

A re-survey was made of the entire field, the location of the apparatus noted, and under whose command. This survey established the fact that currents and counter-currents of air were driving the flames in every direction, on to Mansard roofs, and into every aperture, from whence they would break forth with redoubled energy and fury, and the firemen, overcome for the moment by blinding heat, would stagger, fight their way back to the engine, and, rallying again, make another charge, but with like results. The several currents swept through the streets with the power of a tornado, and new heat centres were being constantly produced. The terrific force of the flames was made manifest each succeeding moment, and human power up to this time was impotent to resist their advances. The roar of this Niagara of destruction was appalling, its gigantic volumes of flame held full possession of both sides of the streets, tearing and racing as though each side was striving to outdo the other in its destructive efforts. Gas and air explosions in quick succession, falling walls, and intense heat, made it a terrible experience to that loyal and devoted organization, the fire department.

Under such conditions it was impossible to locate a piece of apparatus. For a moment it might be a favorable position, and the next moment it would be utterly impossible to maintain it. It was equally impossible to consolidate or mass any amount of apparatus, for the water supply would not admit of such a movement; as a consequence the forces were divided up into small detachments.

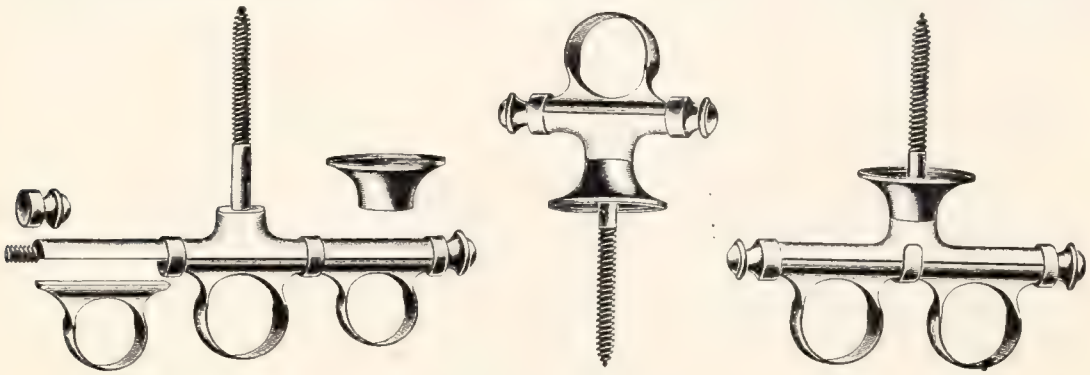
If there had been, from the commencement of the fire up to the hour above referred to (10 o'clock, P. M.), a strong, direct wind, blowing 20 or 30 miles an hour, it would, in part, have counteracted and overcome the currents created, and the forces could have been formed into batteries on the plan of the letter A, and more effective work accomplished.

The engines from suburban cities were now fast reaching the grounds, and were assigned to the reservoirs, as their couplings could not be connected with Boston hydrants, and Boston steamers were transferred to the hydrants.

The headquarters of the chief were established on Federal Street and the engineers were informed of the fact, as well as His Honor the Mayor through City Messenger Peters. A sergeant of police was sent to Captain Quinn, Deputy Chief of Police, with a message to have

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him report to headquarters immediately. Upon Captain Quinn's arrival he was ordered to organize a force of men to be sworn in as special officers, for the occasion, to take possession of all carpets to be found in the carpet stores, and with them cover buildings exposed to the heat on streets designated, and he was assigned a hook and ladder force and a water battery to keep the same wet. The ladder men up to this time were employed in protecting buildings from falling brands and cinders. Captain Quinn left with the understanding that the orders would be executed; but, for reasons never satisfactorily explained, he failed to carry out instructions, and, when hunted up, by order, was found at his home on Porter Street.

The explosions that were now constantly taking place by the mixture of illuminating gas with air and the expansion of air were very numerous, and some were so fearful in their destructive effects, that they were supposed by many to be occasioned by gunpowder; but such was not the fact, and it can only be attributed to the causes stated.

A second careful reconnoissance was now made, and the final results of the fire, its extent and boundary, established. Judgment was predicated upon what seemed to be the result of the induced currents; the air was intensely rarefied and its direction upward and powerful; this formed a vacuum in the entire area alluded to. The inrushing currents filling the vacuum had a velocity of 20 to 30 miles per hour and drew all heat from outward boundaries to the centre or base of the fire; and the conclusion was reached that Washington, Milk, Devonshire, State, and Broad streets would be the best points to operate from, as the heat would not drive the force away. In a reply to a question of Mr. Clapp of the *Boston Journal*, and in the presence of Alderman Cutter and His Honor the Mayor, the boundary stated was given by the chief; and his judgment was confirmed, as the fire did not pass those points, but was confined to a still smaller area.

From the roof of a granite building on Milk Street below Federal the chief was enabled to view the acres of fire and to note the points where effective work could be performed by the department, if massed at them. But he was obliged to make a hasty retreat. On reaching headquarters Captains Green and Smith were summoned to meet him there for the purpose of taking action upon the matter of using gunpowder.

Its use as an auxiliary in the extinguishment of fire was certainly a debatable question. It had proved a decided failure in Chicago, in October, 1871. Information was sought for from all sections of the country, previous to November 9, where it was used, and the reports, without an exception, proved it was disastrous in the extreme. The Board of Engineers, from their knowledge of the district, were unanimous in the opinion that gunpowder would not prove an effective auxiliary, on account of the narrow streets and high buildings filled to repletion with merchandise.

In order to drop a building there must be a cavity, and it should be shored to accomplish the purpose, otherwise the external walls would be simply blown out, leaving the floors and stored merchandise fully exposed and in a fit condition for a good bonfire. The gas-mains should be supplied with shut-off valves, so as to exclude all pressure of gas from the pipes in the street and buildings; otherwise, it would have a chance to permeate every part of the debris, and falling cinders would easily ignite the mass.

The chief was well aware of the fact that no one in this city had any practical experience at such kind of work, and felt himself as competent to perform the work as anyone whose experience was parallel with his own.

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A demand was made for its use to check the fire, but personal judgment deprecated it. In the presence of Engineers Smith, Green and Jacobs, and in the presence of His Honor the Mayor, Alderman Woolley, chairman of the Committee on Fire Department, Alderman Jenks, and Councilmen Burke and Flanders, the manner and way it could be used, as well as the danger, liability, and responsibility was stated. The chief asked His Honor the Mayor if gunpowder was used would the government sustain the action of the Board. He said, "Before answering that question I want to ask you as chief what you have done, what you are doing, and what you propose to do in addition to using gunpowder." In as brief a manner as possible Chief Damrell gave the working points from the commencement up to the time of speaking, and the plans matured for its final suppression. The Mayor's answer was, "I am fully satisfied with your work, and in the use of gunpowder, whatever you may do, the government of the city will sustain you; but I charge you to protect our citizens from its dangers."

Captain Chamberlin was requested to see what buildings were in a fit condition to operate on, and he reported that no place could be found by him where he could, consistently, recommend the use of powder. Captains Green and Smith were detailed to procure powder. A tug-boat was pressed into service to procure the stock in the powder boats, and it was landed at the wharf. Captain Jacobs informed the chief of a building which could be leveled and it would prevent the fire reaching the oil stores in that vicinity. He procured eighteen casks of powder and brought it under cover of canvas to the building spoken of. The building was shored, as best it could be in the few moments, the work of mining proceeded with, and a battery of water brought into requisition. The window frames in the rear wall were on fire at the time. The mine being ready, the bungs were knocked out of the kegs by the heel of the engineer's boot, a newspaper torn into strips constituted the fuses employed. All being in readiness, the engineer was ordered from the building by the chief, who, after lighting the fuses, succeeded in jumping through a window. This was the first explosion by gunpowder in the fire of 1872. The building, being nearly empty of merchandise, was a complete wreck, and the fire was soon extinguished.

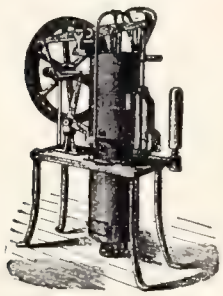
At this time a sergeant of police notified the chief that His Honor wished to see him at City Hall. He replied that if His Honor wanted to see him he would find him at his temporary headquarters in Post Office Square. A few minutes later the city messenger, Mr. Alvah Peters, said His Honor and a large number of citizens desired to see him. He then consented to comply with the request and went to City Hall. The front doors on School Street were closed and locked, and they were ordered to be opened to receive a certain line of goods which was to be sent there for safety. The interview was about twenty minutes in duration. The demand made was to grant authority to certain citizens to enter the fire lines and assist in the removal of goods, blowing up buildings, or any other work which would aid or assist in checking the fire. Twenty or thirty passes admitting persons within the lines, to organize for the saving of property or blowing up buildings under the direction of the engineers, were written.

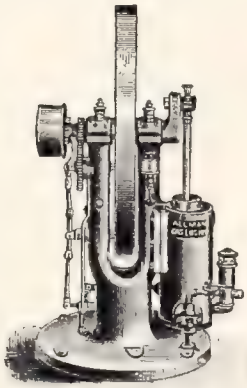
"The issuance of such orders was regretted in an hour from the time they were granted; and I have never forgiven myself for the mistake made in granting authority of the kind, or even permission to assist in the work designated, for they called to their aid, unfortunately, some of the most unreasonable cranks that it was ever my misfortune to meet.

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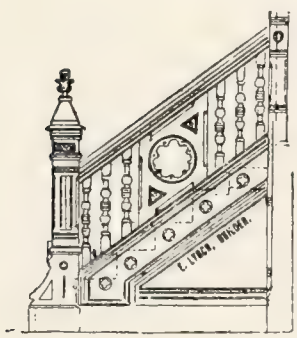
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their courage and earnest efforts clearly indicated; but during the time till daylight the recklessness displayed by those handling gunpowder is indescribable. The department was fast becoming demoralized by its presence and the uncertainties surrounding them. Luckily, however, it was confined to a very small section of the field of operations. I saw that it was necessary to withdraw all authority granted, and did so; and, by a determined fight on my part, ably seconded by Alderman Woolley, who rendered efficient assistance, the department was no longer impeded, and by six o'clock in the morning all powder had been removed, the feeling of insecurity vanished, and confidence was restored." (*Speech of Chief Damrell to the Veteran Firemen.*)

The divisions on the southern boundaries under Jacobs, Monroe, Allen, Colligan, and Shaw were now doing some grand and aggressive work, and their efforts were fast telling upon the fire in that direction. Communication with all quarters was kept open and uninterrupted, and the chief was able to concentrate and gradually mass his entire force upon the lines extending from Washington to Milk, Milk to Devonshire, Devonshire to State, State to Broad, and Broad to Summer streets. The tide-supply on the State Street and Broad Street lines was complete, and the department was no longer driven back, but fast driving and holding every point gained in attack.

The fearful strain which the force was subjected to was apparent, and the reinforcements during the morning hours were well timed and opportune, and a great relief to the exhausted men. The further spread of the fire was out of the question, and the work of the force was now directed to the inside of buildings which were partially consumed. At 12 o'clock, Sunday, it was officially announced to His Honor the Mayor that the fire was so far under control that any further spread need not be apprehended, and, the Boston force being fully sufficient for the occasion, it was proposed to dispense with the assistance that had come to their relief.

The work continued, success following success, until 4 o'clock, Sunday afternoon, when the first relief was put on duty. A commissary was established, and this was looked after by Alderman Woolley, Councilmen Burke, Jones, and Flanders. The relieving squads of several military organizations were being posted for the purpose of keeping back the curious-minded from dangerous localities. And as the shades of night gathered, it brought the lurid glare of the flames with additional vividness, and the scene presented, with tall chimneys and broken fragments of walls in the foreground, was one never to be forgotten. Night wore on, and the fire engines, at their several positions, were belching forth flame and smoke. The streets were being emptied to some extent of the seemingly riveted throng, and when all things indicated a continuance of the tranquillity which had taken possession of both military and fire forces, the city was again startled by the terrific explosion which had taken place on Summer Street near Washington Street. An alarm was pulled in, followed by three alarms in rapid succession.

It was found that the gas connected with a block of stores, which had successfully resisted all advances of the fire-fiend up to this time, had ignited and caused the trouble. The front external wall was blown into the street by the force of it, the merchandise within was immediately ignited, and a terrific fire was again in full blast. The surroundings were of such a character that the most serious apprehensions of the result were fully realized. Adjoining this building were the two largest retail dry-goods stores in the city. People again swarmed

NOVELTY

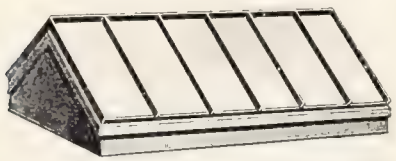
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the streets, and many of the business citizens in West and Winter streets and Temple Place were panic stricken, and increased the excitement by blocking up those thoroughfares in their mad endeavor to hastily remove their stocks of goods. But the military soon restored quietness by putting a stop to the proceedings. The department fought this second outbreak with more than ordinary courage. One life (a lady residing on the premises) was lost, and a number of firemen were injured. By 4 o'clock Monday morning the fire was so well under control it did not occasion any further apprehension, and the department was again relieved, excepting those detailed for service.

Work, by reliefs, was continued until the following Saturday noon. During the entire week the effectiveness of the machinery of the fire engines was unimpaired. This was due to the precaution taken to keep on hand the several parts of the several pieces of the machinery, and the apparatus was kept in constant repair and working order by an expert corps of workmen from the Amoskeag Works, Manchester, N. H.

The chief endeavored to lend whatever assistance and encouragement his presence would give to those actively engaged, and by words of cheer and encouragement stimulate them. No one doubts the power and effectiveness produced by the presence of a chief in command, and an intelligent one will never fail to wield the great good that arises therefrom. Cases are innumerable which can be cited. The late war furnishes an incident of that fact, and it was thoroughly exemplified by the ride of Phil. Sheridan to Winchester.

Events of like nature transpired during this ordeal which the force passed through, and it proved of good service to be visited by the chief occasionally. While Captain Damrell was engaged with Captain Jacobs in considering a change of base on the southern boundary, they were approached by Captain Chamberlin, who reported that he was rendering what service he could to the western division under Engineer Shaw and the chief of Charlestown. He thought it would be well for the chief to go around and encourage them by his presence; he went there, ordered the lines to advance, which was done with a hearty cheer, and the ground thus gained was maintained.

A summary of the day's work of destruction shows that the fire burned over sixty acres of land, the value of which was, in round numbers, $24,365,000. The assessed value of the buildings consumed was $12,745,000. Stored in the buildings was personal property, destroyed or lost, representing an assessed valuation of $38,454,000; to which add $10,000,000, the estimated value of consigned goods not included in the assessed valuation, and we have a grand total of over $60,000,000. The buildings destroyed numbered six hundred, of which five hundred and fifty were separate estates, and occupied by over a thousand business firms. In addition to this, eleven valuable lives were lost in the endeavor to save property; and twenty were injured, some slightly, others seriously.

Notwithstanding the losses, Boston's citizens were generous in their donations; for the limits of the fire had hardly been established when the munificent sum of eighty thousand dollars was placed in the hands of a board of trustees for the benefit of those families which had been deprived of husband, father, or brother, and for firemen who were injured while on duty.

One word on the fate of those noble firemen who perished in their efforts for the preservation of the city. One recalls them in memory with sorrowful emotion, and with



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feelings deeper than ordinarily awakened by examples of individual sacrifice. In their relations to the public as firemen they displayed a loyalty that could not be questioned, and, as was shown, they were ever ready to sacrifice their lives in the faithful discharge of duty. Gratitude for their heroic devotion impresses all hearts. Bostonians realize that in this life they belonged to other communities as well as their own, but death's sacrifice made them Boston's forever.

The commissioners appointed to investigate the cause and management of the fire held forty-two consecutive sessions, and extended an invitation to all classes of citizens to attend and recite what they knew and what they did not know, but imagined, about the same. The testimony taken was compiled and published in a volume of 656 pages, and is certainly as intelligent and comprehensive, relative to the objects sought for, as the science of astronomy is to the uneducated.

In the report they find that the fire began near the elevator in the building where it was first discovered, whether by accident or design they knew not. That a disastrous delay occurred of fifteen minutes after the fire broke out, before an alarm was sounded, but they cannot tell who was responsible for the delay. That faulty construction of the building and especially the elevator well was the primary cause of the rapid spread of the fire. That our streets were narrow and our buildings high. That our English neighbors knew more about Boston's liability to a fire than her citizens or home insurance companies did. That the fire department of Boston was composed of intelligent men, and possessed the knowledge of its being a dangerous locality, and in the judgment of the commission they should have taken all necessary precaution by bringing all available force to every fire. This was not done, and because the horses were sick the work of the department was impeded. That there was not a sufficient water supply, and the chief's request for the same was not complied with. That the engines were supplied with fuel, for no one steamer failed to make or maintain its steam, although not furnished with coal. That the couplings used by the departments of other cities were of a different style and thread from those in use in the Boston department, and consequently were, in a measure, a drawback to their efficiency. That the Chief Engineer was full of courage and shrank from no danger — master of himself, his temper, and his faculties; but while admitting this they felt that the heroism of the assistant engineers was wasted, because they were not directed by a master who was able to grasp the situation. That the firemen were brave to a fault, and language cannot describe their courage and devotion. The story of the engineers of the department was of hardships endured and dangers braved, and more than one of their number proved faithful unto death. That the Chief Engineer did order the withdrawal of one stream from a tenement house and direct it on to a building on Oliver Street, by so doing, and under his personal supervision, saving the block and stopping the progress on that line. They were of the opinion that the Chief Engineer in case of a conflagration should establish his headquarters in a place known to his subordinates, where he could command a view of the conflagration and receive their reports. This would prevent confusion, and be more effectual than for the chief to be engaged in the combat. He would then have an opportunity of consulting the superintendents of the several railroads, and do other executive work. This they were sorry to say was not done as fully as it should have been. That the gas company had considered the necessity of shutting off street by street in

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case of a conflagration, and placed water valves for that purpose, but from circumstances, coupled with neglect, they were inoperative and consequently a failure.

Now, in reviewing the work of this honorable commission in a brief way and in no unkind spirit, one fully concurs in some findings, for warnings had been given and they were a matter of record. All second heartily every word of praise bestowed on the department for its bravery, courage, and devotion, and the worth of the Board of Engineers, and able manner in which they performed all duties devolving on them as division commanders. The statement relating to the varied sizes of couplings was only too true.

But the idea advanced that the chief should establish a permanent headquarters and surround himself with a staff, and by aids communicate orders to his subordinates, receive reports and issue orders on any such principle is not practical, but inconsistent, and such views could only emanate from the sheerest ignorance of the duties to be performed, and the necessity of the case.

Had the demands made by the chief and his Board of Engineers been complied with, and they furnished with the necessaries to overcome such a calamity, who can tell the result? If there had been sufficient water when, in the early stages of the fire, Captain Green replied he could hold his position if he could get water, who can say the result would have been what it was? It was the lack of water which lost more than one favorable position, and the key of the fire in particular.

Land was afterwards purchased and houses built on it for the accommodation of permanent men. The city has since been provided with large pipes, hydrants have been adopted that were suggested, and buildings constructed as they should be. If the ideas advanced before, and adopted since, had been in existence November 9, who can say it would be recorded as a memorable date in Boston's history.

The Chief Engineer was not all-powerful at a fire, a complete autocrat, as declared. When not in command at a fire his powers ranked no higher than those of the humblest citizen. He could recommend, he could suggest, but it was the power behind the throne which wielded the sceptre. There is not a single instance recorded where the Chief Engineer failed to assume the full responsibilities of the powers decreed.

Many of the complaints made by citizens were not actuated by any unkind spirit, but from a sense of duty. From their view it seemed as if there was a terrible waste of energy, power, and water, which might have been better utilized and made more effective; but their views were founded on a lack of knowledge of the true conditions.

First, the water supply was inadequate.

Second, contrary to recommendations, and in direct opposition to the wants of the city, separate hose companies were maintained. Every effort made by the Board of Engineers to consolidate them with engine companies was opposed by citizens, who petitioned the City Council to have them remain as they were. At a small fire in the neighborhood of these companies they were a protection, but when steamers were present and attached to hydrants they were well-nigh useless, as the superior draughting force of the steamers would take nearly all the water in the pipes, and force enough did not exist to furnish an effective stream to the hose companies; consequently their streams were oftentimes shattered into spray within twenty feet of the pipe. The same was also true when coupled to an engine, and there

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was not enough water for the steamer's streams. These hose companies were ambitious to do what they could, but the streets on that night from the existing conditions became perfect blow pipes, and the lines of these companies could not be carried up into buildings, so that their attention was directed to the outside of the same, with results as stated; thus a great deal of water was apparently wasted and force expended.

Other complaints were made and a great amount of fault-finding existed. The commission labored hard to ascertain whether the chief was cool or crazy, as nearly every witness was questioned on that point. He accepted the responsibilities and asked no one to share the burden or odium cast on the management and results of that memorable fire; and when he could come out of a fire of that kind and character with the full endorsement, without an exception, of the entire force assembled, which represented not only Boston's but nearly fifty other departments, who declared by resolutions, in language not to be misunderstood, that the Chief Engineer proved himself equal to the emergency, and therefore commanded their highest admiration and respect; and when he had the personal endorsement of His Honor, Mayor Gaston, who was in a position to know whereof he spoke, and the endorsement of the Committee on Fire Department, and a complete vindication by an almost unanimous vote of the City Council, which re-elected him chief of the department, it would seem nothing more need be said.

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THE PROLIFIC SOURCES OF OUR GREAT CITY FIRES.

(The following article, which is an able presentation of a subject which is of the greatest importance and concern to property owners at the present time, was written by Mr. John S. Damrell, who was for several years at the head of the Boston Fire Department and later chief of the Boston Department for the Inspection of Buildings, in both of which positions he has had an opportunity of studying the subject most carefully. The article is taken from the SPECTATOR, of April 15, 1893.)

FROM the dawn of civilization history is filled with accounts of the devastation which has been wrought in the towns and cities of nearly every country in the world by fire. Few cities have escaped its ravages on a large scale, always involving fearful destruction of property, and often of valuable lives. How to keep within bounds this most useful servant of man; and how to prevent, hold in check, and subdue it when it takes on the form of a destructive conflagration, have occupied the most earnest attention of thoughtful and learned men in all ages.

The ideas of fire prevention by means of fire-resisting construction, and of fire extinguishment when conflagration occurred, are, therefore, by no means new ones; but have been realized and acted upon for ages, the best mechanical and engineering talent being invoked for both purposes, and with such good results in some cities of the old world that we rarely or never read of extensive conflagrations in them. With these facts in mind, is it not natural to ask if it be not possible at this time, in our own country, to protect the large cities, or the districts in them which are closely built and filled with combustible materials, from the wholesale devastations by fire which we have witnessed in them within the past twenty-five years? To say that it is not, would, in my opinion, be a libel upon the genius and intelligence of our age.

In considering this problem we should carefully weigh the causes which have led up to the disasters in our national experience. It is a fact in physics that no substance in nature is absolutely incombustible, though many are relatively so, and that nothing will burn until heated to a temperature at which it will combine with oxygen; and, further, that all solids can be so heated. It, then, mainly resolves itself into a question of protection of building materials by fire-resisting substances in order to prevent them from reaching the point of combustion. What is now recognized as fire-proof construction would be but little injured by fire or water so protected, while without such protection it would, when subject to great heat, inevitably become a heap of smouldering ruins. Experience has dictated that all building materials should receive fair and just consideration with reference to their position in the structure and their exposure to heat and the contact of water. Wisdom, economy, and public safety demand that

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this knowledge be utilized, and made the basis of building construction in the future. Have these terrible lessons not sunk deep enough to awaken attention to the perils of ill-constructed cities; or shall we still risk the melting away in smoke of millions upon millions more of accumulated wealth, before we come to a realizing sense of dangers of that false economy so ruthlessly pursued in the building construction of our American cities?

The rapid and alarming growth and frequency of these great fires in our cities necessitate the most stringent regulations as to the safety of life and property in them. Cities that have, up to the present, enjoyed immunity from great conflagrations can only regard it at the present time as a providential dispensation, and not because avarice and ignorance have not held sway and dictated the dangerous construction which prevails in them. If these terrible devastations will awaken our large communities to the perils in which personal ambition, in its mad rush and greed for wealth, has placed them, and these practices are now made to halt, then the terrible losses to which the country has been subjected may, in the end, prove to be of substantial value.

The protection of the materials used in building construction is essential to prevent the reaching of the danger point for combustion in case of fire. Properly applied, fire-proof construction would be little injured by the action of fire or water. Observation and experience have alike demonstrated that, without this protection, the so-called fire-proof structures are usually totally destroyed. All materials, then, which enter into the construction of city buildings, should receive a fair and just consideration as to position, with regard to their liability to contact with heat or water in case of fire.

Let me say, just here, that in order to place the responsibility for the calamities by fire constantly overtaking our principal cities where it belongs, the public should not lose sight of the cause that produces the danger and which confronts and surrounds them in the combustible character of their buildings, as well as the combustible contents stored in the so-called fire-proof buildings; as well, also, as those that claim no such distinction, and which line the principal thoroughfares of our cities. Buildings which, with their contents, would seem to be systematically arranged for the rapid spread of conflagrations — though, of course, such is not the intention — abound everywhere. Now, if the owners, both of buildings and merchandise, were forced to bear a large proportion of the losses occasioned by fire occurring on their premises, it would be a just punishment for the false economy practiced by them in the erection and maintenance of such inflammable structures. But, unfortunately, a fire loss may in some cases prove to be gain to unscrupulous men; but as such losses are borne by the community — who are seemingly willing victims of unscrupulous methods — it only remains for the community to protect themselves against such wicked practices, or against the results of carelessness and bad methods of protection against fire. Will not thinking men, through the medium of the press (which to-day largely moulds public sentiment), demand a radical change and reform along these lines; or will they pass it by with a momentary spasm of horror, and allow, without restrictive rebuke, the prevailing desire for cheap and showy construction, to the sacrifice of strength, security and durability, and withal a standing menace to the public safety?

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business districts after fires by rebuilding them upon approved fire-proof principles, limiting the floor space of all construction to five thousand feet in area, and height of building not to exceed eighty feet, except upon streets in excess of eighty feet in width. If the builders in these cities were compelled by law within the next decade to comply with requirements like these, they would realize upon the outlay a dividend of at least ten per cent.; and in the following two decades the entire cost of the outlay, with a like amount of interest, would be realized. This estimate, I may say, is based upon the compiled fire losses of the last two decades in our principal cities. If we add to this the cost of insurance and the maintenance of fire departments, the result would be still more emphatically in favor of the change suggested, to say nothing of the security and relief that would accrue to the entire community, in addition to a decided improvement in their architecture.

The radical suggestion looking to changes of this character might to some minds seem absurd, but after a careful study of all the facts connected with this matter, this skepticism would vanish as the dew before the morning sun. But even with such a change, new problems would still doubtless arise which would demand thoughtful study by those thoroughly qualified to apply the science of chemistry as well as that of mechanics, to reach a solution. But as this would be in the line of true progress, and would insure still greater stability of construction and consequent immunity from fire, it would be all the better.

In the annual conventions of the fire chiefs of our country the consideration of fire prevention has occupied a prominent place in their debates, and their united experience found expression as follows: "That notwithstanding their magnificent equipment with the best and most approved machinery thoroughly adapted to fire extinguishment, manned and manipulated by trained men drilled in fire tactics, and officered by men of experience and judgment, yet, by reason of the structural condition of our American cities, their aggressive work was neutralized, and their efforts set at defiance in the accomplishment of successful work." This is an alarm, sounded by the best authority — a national convention of experts, men appointed and trusted with all the community holds sacred, i. e., human life and property, and under circumstances when the coolest and most calculating minds are brought into action.

Our fire departments as now organized, with few exceptions, are the pride and glory of our municipalities. They are excellent as far as they go, but they do not go far enough. Connected with them should be an auxiliary force — a power to be brought into requisition when the emergency demands it — i. e., a volume of water in excess of anything that our present organized fire departments can supply. This can be secured by power and pumps in seaport cities, by taking their supply from tide water. This would demand a pipe system for fire service in mercantile, warehouse and manufacturing sections of cities that would stand a sufficient pressure to the square inch, and throw a volume of water from three to six inches in diameter — a solid body of water eighty to one hundred feet. Connected with these should be stand-pipes and horizontal pipes that would form the bed-mould of every cornice; these pipes perforated so as to afford on the front and rear of all buildings on the line of the thoroughfares in the district designated a kind of portable water wall, which would afford protection against the spread of fire originating from temperatures occasioned by even large bodies of fire. This protection, as an auxiliary to the fire departments, would, in my opinion, secure much greater

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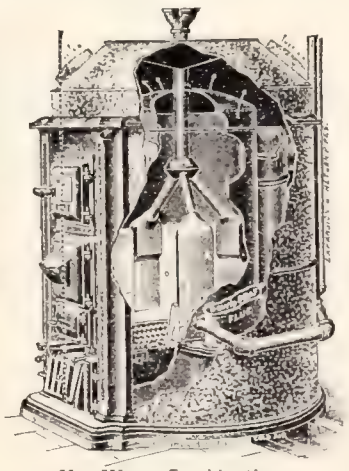
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immunity from the disasters that we have heretofore experienced than any other system of protection that I know of.

Panics and premiums go hand in hand. Insurance organizations seem to forget that the best armies that were ever organized and equipped have met their Waterloo sooner or later. Even so to-day the fire organizations of New York and Chicago, claimed as they are by enthusiasts to be invincible, may in the near future be subjected to the same criticisms, and in turn furnish food for insurance panic-makers that ours have so lately experienced. Insurance is so identified with business methods as to form the completing link in all commercial transactions, and is so thoroughly interwoven with business security and success that separation is impossible; therefore, any questionable practice on the part of those having control of the system would bring the whole commercial business practice of the country into disrepute, and affect the entire people of the nation. Those who would practice methods which are not in keeping with equity or the strictest integrity, should be held responsible to the people who furnish the capital to cover losses by fire and the casualties incident thereto. Insurance companies are in a manner the servants of the people, and as such are allowed fees as compensation. The people trust them to regulate this special work and protect their interests through legislative enactment, and special insurance regulations based thereon, and have the right to hold them to the strictest account for unprincipled methods in dealing with matters of insurance. If avarice or greed stimulates insurance agents to furnish unprincipled men with insurance in excess of values actually possessed, and receive premiums on property that does not exist, and by such methods hold out temptation to increase private gains to the detriment of the people, such methods should not only be condemned, but punished, as they tend to encourage indifference and criminal negligence, and to place a premium on wrong-doing.

No policy should be issued on buildings or contents by any insurance company in excess of two-thirds of the actual cash value of the same, so that the people be not held liable to pay in excess of two-thirds the actual loss. This rule should be applied where fires originate within the building. No building, or contents stored therein, erected after a certain date, should be insured unless the applicant for insurance presents a certificate, signed by an officer authorized by law to issue the same, that the said building in its construction conforms to the requirement of laws which regulate the external and internal construction of the same.

As a summary of facts: Our present methods of utilizing materials in building construction are radically wrong. A proper desire for immunity from fire demands that they be abandoned. Iron girders, supported by iron columns, brick arches covered with concrete, with iron truss roof, should not be accepted as fire-proof construction. These are important and underlying truths. In building construction in cities, as now practiced, the architect gives too much attention to external effect, and to the convenience for business in internal construction, and therefore has to adjust his design and construction as near as possible to the laws of mechanics on this line. The question of protection against assault by fire from without and within seems to have little or no influence upon either the mind of the architect or that of his client. Are we not thus led to believe that they are influenced in their methods of construction by the easy system of shifting the burdens of risk for a small consideration onto insurance companies? A more ingenious method for quick and complete destruction by fire could not be devised than the general one now practiced in our cities, in

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what are rated as second-class buildings, the construction in which forms admirable flues that serve as race-courses for the fire from cellar to attic; hollow partitions; in fact, a complete wooden structure upon the inside of brick, stone or iron external construction. Then with such structures filled with inflammable merchandise, the interior rendered still more highly combustible by the painter and decorator, and what have we on hand? A simple pile of highly ignitable materials. Then by the merest accident a fire in any part of the building at once turns it into a blast furnace.

Extensive conflagrations are burdens that an intelligent community ought not to endure, as the power is with them to prevent their occurrence, and thus to remedy the evil. They have proved an almost unbearable burden, and when it is reflected that at least fifty per cent. of this total destruction could have been saved by applying proper building methods, it would seem that the application of the knowledge purchased by such costly experience should be no longer delayed, but be promptly applied to the end of all human wisdom and philosophy — the greatest good of the greatest number.

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RELATION OF CONSTRUCTION TO FIRE INSURANCE.

BY F. C. MOORE, PRESIDENT CONTINENTAL FIRE INSURANCE COMPANY, IN THE "SPECTATOR" OF APRIL 15, 1893.

THERE is probably no subject connected with insurance as to which there is so much misapprehension, not only on the part of the public, but on the part of many underwriters as well, as the subject indicated by the above caption. The public generally suppose that all of the money recovered from underwriters to reimburse the owners of destroyed property is so much clear gain, and few among those who pay premiums, or among the smaller number who collect loss claims, realize that insurance companies are simply tax collectors, who distribute a burden instead of lifting it.

Many underwriters, on the other hand, entertain the selfish and short-sighted idea that it is their duty simply to take the risk as they find it, charging a rate which shall measure the probabilities of loss, with a margin for expenses and profit, and that insurance companies have nothing whatever to do either with prevention, construction or extinction. If all risks were detached, and the burning of one did not necessarily involve the destruction of a second and third or larger number of buildings, this theory, from a strictly business standpoint, might be true. It would be a comparatively easy task for an underwriter of ordinary arithmetical education and ability to compute the proper premium which should measure conditions as he finds them; but it will be conceded by every underwriter of experience that no one in the business, to-day, is capable of ciphering upon the conflagration hazard of cities, and that no premium hitherto obtained, or that may be regarded as collectible in the future, judging from the past, will measure the cost of taking risks as he finds them, without reference to the probable areas of a fire, in the cities and towns throughout the country, to which insurance companies must always look for the bulk of their premiums.

Without any science or arithmetic whatever, some of the companies who staggered under the fires of Chicago and Boston had accumulated surpluses, after years of effort, which proved sufficient to meet the claims of those disastrous conflagrations; but a round hundred were found helpless when the census of survivors was published in 1873. Those who succeeded in weathering the storm lost, some of them, amounts equal to four times their capital, and the balance sheet of the trade profit account demonstrated clearly that the proper construction of buildings in the compact portion of cities is of vital importance to the underwriter, who, unable to take the risk as he finds it, must, if he be wise, in a sufficient number of instances to deprive him of a large amount of premium, be compelled to leave the risk as he finds it.

Even in the case of detached risks, however — dwelling-houses, churches, school-houses, farm property, etc. — the underwriter will be wise if he suggests methods of construction which will tend to make losses partial instead of total. At prevailing and obtainable rates, if



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exceeding forty per cent. of fires result in total losses, there will be no profit in the business. It is a lamentable fact that simple precautions, involving slight expenditures of money, are sufficient in the majority of cases to prevent fires from reaching the point of totality, and this being a fact (and it can easily be demonstrated to be a fact) it ought to require no argument that it is in the direct interest of insurance companies to cut down the percentage of total destruction even if they claim that it is not to their interest to prevent fires; for it may well be doubted if rates can ever be materially increased to a point which will make it possible for companies to collect a sufficient premium to pay an undue number of total losses out of every thousand risks in force. The knowledge as to the percentage of total burning, which it is so essential for the underwriter to possess in order to fix his rate, can never be brought home to the average property-owner, whose conception as to the frequency or infrequency of fires is based upon his own limited observation of risks within the radius of his vision. It, therefore, behooves the underwriter to do something in the way of reducing the number of total fires, and also in the way of confining fires to the buildings in which they start, if not to the floors on which they originate. He may find as much profit by a reduction of losses as by an increase of premium, and the process will be attended with less friction between himself and his client in the conduct of his business.

Any underwriter can determine from his own books the truth of the assertion that one-tenth of the amount of money which he pays out annually for fires which are not confined to single buildings would yield him a fair profit. He will discover that twenty-two per cent. of his losses are caused by exposures. If the rules of construction which he inculates result in confining fires to the floors on which they start, even in three cases out of ten, he will again make a reasonable profit by a reduced loss ratio as compared with that which he has heretofore been paying. He will discover that sixteen per cent. of his losses are due, in the judgment of those who adjust them, to defective flues, and that a like percentage of those fires the cause of which is reported as unknown (about thirty-five per cent.) and also of the twenty-two per cent. which originate outside of his own building, may well be attributed to this same cause. If, therefore, he can suggest precautions in the construction of flues which will reduce this large drain upon his resources, he will secure in this direction alone a fair return upon his capital.

If he argues, selfishly, that a reduction of losses will result eventually in a reduction of rates and, in the absence of rules as to co-insurance, in a reduction in the amount insured, and that, therefore, he ought not to do anything to reduce losses, he will argue unwisely, because, no matter what be the reduction in the loss ratio, there will always be found a sufficient apprehension of danger on the part of the average owner, supplemented by the apprehension of danger on the part of the mortgagee, who has a contingent interest in the building, to make certain that a reasonable premium will be paid. Moreover, he will lose sight of the fact that the general prosperity of the country resulting from the steady accumulation of capital left free for new enterprises will further help his trade profit account, not merely on the premium side, but on the loss side, in a reduction of moral hazard.

Wherever a building is destroyed the premiums which would have been received upon it are lost, and even if the building be replaced by the money received from the insurance company and that required for the excess of value above insurance subscribed by the property-owner, the vacuum caused by the fire is simply filled by drawing upon money which is thus diverted from

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further enterprise and new buildings. It may safely be said that in every year, especially in those years in which expensive conflagrations occur, enterprising men of the character who make two blades of grass grow where one grew before, are crippled for life and made helpless for the want of capital which has been dissipated in smoke and ashes. It is seldom that the average reimbursement by insurance companies in conflagrations exceeds sixty per cent. of the destruction. Under present conditions of business, men operate largely upon credit, and their own interest in property destroyed is frequently the uninsured interest. The amount recovered from the insurance companies, therefore, goes to pay their debts and leaves them, in too many instances, penniless. It may safely be said that every active, enterprising man who would, if continued in business, be a producer is, if driven out of business, a dead loss to the underwriting interests of the country. Those interests depend more largely upon the general prosperity of the country than any other.

It ought not to require argument to demonstrate that the interests of society are community interests; that all members of society, whatever be their calling, should conduct their business with reference to the good of all and in line and harmony with the common welfare. The man who, in the days of the war, furnished the government a shoddy overcoat or a paper-soled shoe was scarcely more a traitor to the Republic than the man who cheats his fellows in the same articles to-day. The carpenter or builder who violates the rules of safe construction and conceals his false workmanship commits a crime against the community, but is not more guilty or culpable than the underwriter who conceals the knowledge gained by him in his business and contents himself with quietly charging a rate of premium which shall inflict upon careful and honest construction the burden of paying for "skin" building. There can be no question that if there had been no insurance companies in existence during the last century the construction of cities would be more substantial and fire-resisting than at present. Merchants and property-owners generally would have been compelled to take precautions against fire which they have found it more profitable to neglect, because of the cheapness with which they can purchase indemnity. This statement does not ignore the fact that the business of fire insurance is absolutely indispensable, with all its faults, to the prosperity of the country, but it deals squarely and frankly with the fact that while insurance has been a necessity and always will be a necessity to all other enterprises, it will never be found in line with its whole duty to the community until it points out the faults of bad construction and, by charging for them, places the proper penalty upon them, and at the same time recognizes, in lower prices, the merits of those property-owners who build with reference to well-known laws of safety. To conduct the business of insurance in such manner as to mislead the public by extending protection and immunity to improper construction at the same average price as to buildings of proper character is to make it a business of wreckers, showing false lights on a dangerous coast.

There can be no question that the proper conduct of the business of fire insurance by rate tariffs which discriminate as to safe and unsafe construction, recognizing each feature, would be in line with the interests of all other callings, and would result in such improvements in building methods as would, in time, make such conflagrations as those of Chicago and Boston impossible.

The rules of safe construction, from a fire insurance standpoint, are exceedingly simple.

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They involve recognition of only two features: First, such construction as will prevent damage to a building and its contents from outside fires; and, second, such construction as will prevent an inside fire from extending throughout the various floors of the structure. The latter may be said to be the more important of the two, since a fire confined to one floor of a building will never do damage to any other building.

Even such combustible material as wood can be so arranged as to result in such slow ignition and combustion as will insure its control. The means to this end are simple and operate upon the same lines that govern the regulation of combustion in stoves. Even a child understands that the closing of a damper interferes with combustion in a stove and that, before a fire is thoroughly kindled, it will practically prevent thorough ignition. But, ignoring this simple fact, buildings are constructed with air drafts from cellar to roof, and the door dampers wide open. A few shovelsful of mortar filled in between the studs of hollow partitions at each floor, and a few shovelsful of inexpensive concrete or deafening between floors, with all staircases, elevators, etc., cut off at each story by doors, even though of wood or glass, all tend to retard combustion and facilitate extinction. No class of men understand this more thoroughly than underwriters.

Remarkable instances of what may be termed self-extinction by exhaustion of the oxygen of an apartment are constantly coming to their attention. In one case, for example, a fire occurred in a drug store by the spontaneous ignition of fine planing-mill chips or shavings saturated with drippings of linseed oil. The box containing this dangerous mixture was carelessly left on the head of a barrel containing linseed oil, and the fire resulting actually charred this and other barrels standing near, some of which contained whisky and turpentine, the latter barrel being actually blistered by the heat; but the fire, after exhausting the oxygen of the apartment, which was a small one, went out for want of air. The room, though filled with combustible materials, was fortunately a close one, without openings or broken panes of glass to supply the wanting element. Could anything better illustrate or enforce the suggestion of the importance of preventing air-drafts than this remarkable incident?

We are prone to criticise what we term the flimsy construction and reckless methods of semi-civilized countries like Japan, but even the Japanese build fire-proof warehouses without other materials than bamboo and clay, and their most fragile and combustible structures are scarcely less fire-resisting than many of the brick buildings of our important American cities, whose efficient fire departments could probably stop a conflagration in Yeddo without more difficulty than in some sections of New York, Boston or Chicago.

Even our building laws are lamentably defective. It would surprise not only the average layman, but probably the average underwriter, to know that the building law of New York actually requires that floor joists shall be anchored to the walls by iron ties, which, in case of the burning through and falling of the beam, would tear the bowels out of the only division between the destroyed building and its adjoining structure; while the penalties for nailing wooden furring strips to the outer surface of chimney flues, or, for that matter, affixed to any violations of the building law, are practically made null and void by a paragraph which provides that whenever a builder is found to have violated any provision of the law it shall be the duty of the authorities to give him notice, and allow him ten days in which — not to remedy the fault — but to begin to remedy it, so that by striking a few blows of a hammer on the tenth day he can assert that he has commenced to make good his criminal neglect.

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As if this were not sufficient, it is further provided (*vide* Sect. 505), that the department of buildings is authorized to remit any fine or penalty which any person may have incurred, even after such fine or penalty shall have been imposed by a regularly established court of justice.

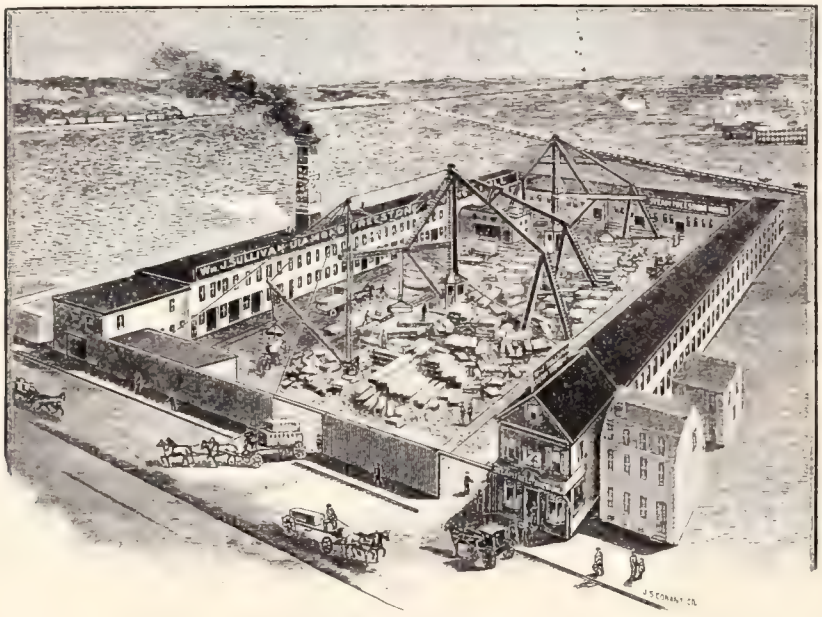
What wonder is it that under such laws "skin" builders, even in the metropolis of this unhappy country, disregard simple rules of safety and erect structures intended as habitations, by night and day, for their fellow-creatures that are worse fire-traps than are to be found in Japan, well knowing that even if the destruction by fire does not conceal their crime, they will be permitted under the statute to go scot free?

What wonder is it that buildings are being daily erected in New York whose flues are covered with wooden furring and plastering in direct violation of the law, and that in one instance it was discovered, in a pretentious office building on Wall Street, that the only front wall of a chimney breast was the wooden lath and plaster — a fact which was fortunately discovered in time to prevent the destruction of the building?

What wonder is it that under a law which provides that every flue shall be lined either with cast-iron or burned clay pipe one joint of such pipe is dexterously manipulated so as to be shifted through successive lengths of the flue in process of construction, and finally lifted out at the top, or else left at that point to deceive those underwriters or building department inspectors who examine (if perchance there be any) to see that the law is complied with?

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BUILDING LAWS AND ORDINANCES

OF THE CITY OF BOSTON.

THE following is a complete and lately revised digest of the statutes and ordinances relating to the construction, maintenance and inspection of buildings in the city of Boston.

CHAPTER 419 OF 1892.

CREATION OF DEPARTMENT.

SECTION 1. There shall be in the city of Boston a department, to be called the inspection of buildings department, which shall be furnished, at the expense of the city, with office room and such supplies for the transaction of its business as the city council may provide. The compensation of its officers shall be provided for by said city by ordinance.*

CHIEF OFFICER OF THE DEPARTMENT.

SECT. 2. The chief officer of said department shall be called the inspector of buildings and shall be either an architect, builder, or civil engineer, and shall be appointed by the mayor and confirmed by the board of aldermen. He shall hold office for the term of three years or until his successor shall be appointed and confirmed, but may be removed by the mayor for malfeasance, incapacity, or neglect of duty.

OTHER OFFICERS.

SECT. 3. The other officers of said department shall consist of a clerk and such number of assistant inspectors and civil engineers as the city council may from time to time by ordinance determine. All of said officers shall be appointed by the inspector, with the approval of the mayor, and shall hold office during good behavior; but may be removed by the inspector, with the approval of the mayor, for malfeasance, incapacity, or neglect of duty.

SECT. 4. None of the aforesaid officers of the department shall be employed or engaged in any other business, or be interested in any contract for building, or for furnishing materials to be used for building, in the city of Boston.

CLERK OF DEPARTMENT.

SECT. 5. In case of the temporary absence or disability of the inspector, he may appoint one of the assistant inspectors as his deputy, and such deputy shall, during such absence or disability, exercise all the powers of the inspector.

The clerk of the department shall, under the direction of the inspector, have supervision and direction of the other officers and employees of said department.

* Section 1, Chapter 443, 1894.

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DUTIES OF THE DEPARTMENT.

SECT. 6. The inspector shall keep a record of the business of said department, submit to the city council a yearly report of such business, ascertain all facts and make all returns required by law relative to steam-boilers, and enter, if necessary, upon the premises wherein any fire has occurred, in order to investigate the origin of the fire. He may require plans and specifications of any proposed erections or alterations of buildings, to be filed with him, and shall grant permits for such erections or alterations when in conformity with the requirements of this act.

SECT. 7. The inspector or his assistants shall examine all buildings in the course of erection or alteration, as often as practicable, and make a record of all violations of this act, with the street and number where such violations are found, with names of the owner, architect, and master mechanics, and all other matters relative thereto.

SECT. 8. The inspector or his assistants shall examine all buildings reported dangerous or damaged by fire or accident, and make a record of such examinations, stating the nature and amount of such damage, the name of the street and number of the building, with names of the owner and occupant, and the purpose for which it is occupied, and in case of fire the probable origin thereof; shall examine all buildings for which applications have been made for permits to raise, enlarge, alter, build upon, or tear down, and make a record of such examination. The records required by this section shall always be open to the inspection of the engineers of the fire department or any officer of the city, and of any other parties the value of whose property may be affected by the matters to which such records relate.

SECT. 9. The assistant inspectors of buildings shall attend all fires occurring in the districts to which they are respectively assigned; shall report to the chief or assistant engineer of the fire department, and present all information they may have relative to the construction and condition of the premises on fire, and of the adjoining buildings.

SECT. 10. It shall be the duty of the engineers, upon the request of the inspector or of the board of appeal hereinafter provided, to make all necessary computations as to the strength of materials, and to furnish expert assistance with regard to the mode of construction of any building subject to the provisions of this act.

PLANS AND SPECIFICATIONS.

SECT. 11. The inspector shall not give a permit for the erection of any building until he has carefully inspected the plans and specifications thereof, ascertained that the building has sufficient strength, and that the means of ingress and egress are sufficient. A copy of the plans and specifications of every public building shall be deposited in the office of the inspector. The inspector may require any applicant for a permit to give notice of the application to any persons whose interests may be affected by the proposed work.

BOARD OF APPEAL.

SECT. 12. There shall be in said Boston a board, to be called the board of appeal from the inspector of buildings, which board shall consist of three members, to be appointed as follows:

One person, who shall be appointed by the mayor, with the approval of the board of aldermen, and who shall hold his office for three years from the date of his appointment.

American Radiator Company,

Largest Radiator Manufacturers in the World.

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Pattern and Model Maker,

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One architect, who shall be appointed, with the approval of the mayor, by the Boston chapter of the American Society of Architects, such appointment being duly certified by the proper recording officer of said chapter, and who shall hold his office for two years from the date of his appointment.

One master builder, who shall be appointed, with the approval of the mayor, by the Master Builders' Association, such appointment being duly certified by the proper recording officer of such association, and who shall hold his office for one year from the date of his appointment. The terms of the several members of said board shall be three years each, after the expiration of the first terms.

Any member of said board may be removed by the mayor for malfeasance, incapacity, or neglect of duty. Each member of said board shall be paid by the city a compensation of five dollars for each hour of actual service, but not exceeding one thousand dollars per annum. The reasonable expenses of said board, including clerical assistance and office expenses if required, shall be paid by the city of Boston. No member of said board shall sit in a case in which he is interested, and in case of such disqualification, or of the necessary absence of any member, the two other members shall appoint a substitute. If two or more members are so disqualified or absent, the inspector shall appoint one substitute, the appellant another, and the two so appointed shall, if necessary, appoint a third.

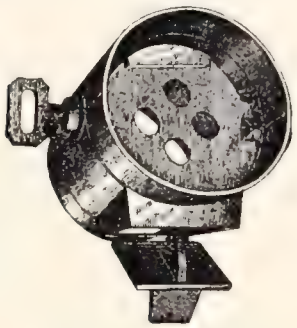
SECT. 13. Any applicant for a permit from the inspector of buildings required by this act, whose application has been refused, or any person who has been ordered by the inspector to incur any expense, may, within fifteen days after being notified of such refusal or order, appeal from the decision of the inspector by giving to the inspector notice in writing that he does so appeal. Any person, the value of whose property may be affected by work to be done under any permit granted by the inspector of buildings, may, within three days after the issuing of such permit, appeal by giving to the inspector notice in writing that he does so appeal. All cases in which appeals have been taken as above provided shall be referred to the board of appeal, and said board shall, after hearing, direct the inspector to issue his permit under such conditions, if any, as they may require, or to withhold the same. In such cases as are not provided for in this act, and in allowing the use of constructive materials not mentioned in this act, and only in such cases, the board of appeal may exercise discretionary powers. Whenever the inspector shall have rendered a decision involving the construction and effect of any portion of this act, any citizen of Boston may obtain the opinion of the board of appeal as to the true construction of the language under which said decision was rendered, in the following manner: "Such citizen shall file with the board of appeal an application in writing for such opinion, setting forth the language concerning which an opinion is desired, and also a statement, if practicable, of the construction adopted by the inspector. Such application must be filed within ninety days of the date of the decision referred to. The board shall, after notice to the inspector and such further notice and hearing as they may deem proper, place upon their records for public inspection, and send to said inspector, a written statement of their opinion as to the true meaning and effect of the language set forth in the application, and said inspector shall thereafter conform to said opinion in issuing permits. All expense arising from proceedings to obtain an opinion of the board, as above provided, shall be paid by the applicant.*

* Section 2, Chapter 443, 1894.

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AUGUSTUS F. LASH, Dealer in

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BUILDINGS BOUGHT, RAZED & REMOVED.

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SOUTH BOSTON.

SECT. 14. Any member of the board of appeal and any officer of the department for the inspection of buildings may, so far as may be necessary for the performance of his duties, enter any building or premises in the city of Boston.

PERMITS.

SECT. 15. Hereafter in the city of Boston no building shall be erected or altered, and no building damaged by fire or other casualty shall be repaired or restored to its former condition, and no work which impairs the strength or increases the fire risk of any wall, structure, or building shall be done, except upon a permit from the inspector, and in conformity with the provisions of this act; *provided, however*, that this act shall not apply to bridges, quays, or wharves, or buildings on land ceded to the United States.*

SECT. 16. Any alteration made in a structure shall conform to the provisions of this act for a new structure; but if the alteration to be made is of such extent as, when done, to practically produce a new structure or impair the stability or increase the fire risk of the structure as a whole, then the entire structure shall be made to conform to the provisions of this act for a new structure. A building damaged by fire or other casualty may be repaired or restored so as to conform to its original condition, or may be reconstructed in certain or all of its parts, so as to conform to the requirements of this act for new buildings, as the inspector, with the approval of the board of appeal, may specify in his permit.†

DEFINITIONS.

SECT. 17. In this act the following terms shall have the meanings respectively assigned to them. "Alteration" means any change or addition. "Building of the first class" means building of fire-proof construction throughout. "Building of the second class" means all buildings not of the first class, the external and party walls of which are of brick, stone, iron, or other equally substantial and incombustible material. "Building of the third class" means any building not of the first or second class. "Cellar" or "basement" is a lower story of which one-half or more of the height from the cellar bottom to the underside of the floor joists of the story above is below the grade of the street or ground at the principal front of the building, provided said grade of the ground is not below the grade of the street at said front. "Foundation" means that portion of a wall below the level of the street curb, and where the wall is not on a street, that portion of the wall below the level of the highest ground next to the wall; but if under party or partition walls, may be construed by the inspector to mean that portion below the cellar floor. "Height of a building" means the vertical distance of the highest point of the roof above the highest grade of the street or ground at the principal front of the building, provided said grade of the ground is not below the grade of the street at said front. "Height of a wall" means the height from the mean grade of the sidewalk or adjoining ground to the highest point of the wall. "Inspector" means the inspector of buildings of the city of Boston. "Lodging-house" means a building in which persons are accommodated with sleeping apartments, and includes hotels and apartment houses where cooking is not done in the several apartments. "Party wall" means every wall used, or built in order to be used, as a separation of two or more buildings. "Partition wall" means any interior wall of masonry in a building. "External wall" means every outer wall or vertical

* Section 3, Chapter 443, 1894. † Section 4, Chapter 443, 1894



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Manufacturer
of . . . .

Copper and Galvanized Iron Cornices,

COPPER ROOFING,
SKYLIGHTS, VENTILATORS,
WINDOW CAPS, GUTTERS,
CONDUCTORS, PIPING, AND
METAL CEILINGS

Of all kinds.

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KING'S WINDSOR CEMENT DRY MORTAR.

For Plastering Walls and Ceilings.

This is a prepared Cement ready for immediate use. 200 per cent. harder than Lime Mortar. Buildings plastered with this material can be occupied four to six weeks earlier than they could be if ordinary Lime Mortar were employed.

Some of the buildings of prominence, in Boston, plastered with King's Windsor Cement Dry Mortar the past two years are.

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Traveler Building,
R. H. White & Co.'s Annex, Washington St.,
It is contracted for throughout the New Tremont Temple.

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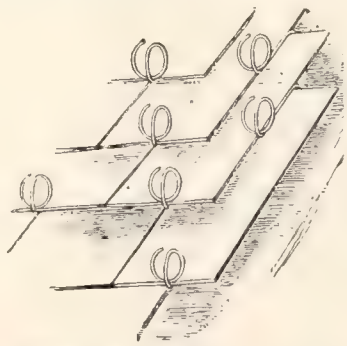
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Snow Guards for all Roofs.

THE ONLY GUARDS THAT KEEP THE SNOW FROM SLIDING.



Section of roof showing Snow Guards

☞ These goods may be found upon all new slate roof buildings built by the City of Boston.

enclosure of a building other than a party wall. "Repairs" means the reconstruction or renewal of any existing part of a building, or of its fixtures or appurtenances, by which the strength or fire risk is not affected or modified, and not made, in the opinion of the inspector, for the purpose of converting the building in whole or in part to a new one. "Story of a building" means that portion of the building between the level of the bottom of the floor beams and the top of the ceiling beams of that story. "Tenement house" means a building which, or any portion of which, is occupied, or intended to be occupied, as a dwelling by more than three families living independently of one another, and doing their cooking upon the premises; or by more than two families above the second floor, so living and cooking. "Thickness of a wall" means the minimum thickness of such wall. "Theatre" means a building or portion of a building in which it is designed to make a business of the presentation of dramatic, operatic, or other performances or shows for the entertainment of spectators, and having a permanent stage for said performances which can be used for scenery and other stage appliances.*

WOODEN BUILDINGS WITHIN BUILDING LIMITS.

SECT. 18. The city of Boston may from time to time, by ordinance, extend the building limits in said city, and may establish other limits in any districts of said city, and within such limits every building built after the establishment thereof shall be of the first or second class, and only the following third-class structures shall be allowed, viz.:

The wharves and sheds on wharves not exceeding twenty-seven feet in height.

Sheds not exceeding the same height to be used for market purposes, or to facilitate the building of authorized buildings.

Elevators of any height, for the storage of coal and grain, but all external parts of said sheds and elevators shall be covered with slate, tile, metal, and other equally incombustible material, and their mode of construction and location shall be subject to the approval of the inspector.

STRENGTH OF MATERIALS.

SECT. 19. The stresses in materials hereafter used in construction, produced by the calculated strains due to their own weight and applied loads, shall not exceed the following:

TIMBER.

Stresses in Pounds per Square Inch.

	On Extreme Fibre	Shearing along Grain	Compression Perpendicular to Grain
White pine and spruce	750	80	150
White oak	1,000	150	250
Yellow pine (long-leaved)	1,250	100	250

Stresses due to transverse strains combined with direct tension or compression, not to exceed extreme fibre stresses given above.

* Section 5, Chapter 445, 1894.

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Slate, Tin, Copper and

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Doors, Windows, Door and Window Frames,

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CARRIED IN STOCK . . . . PINE, WHITEWOOD AND CYPRESS DOORS
OAK FRONT DOORS,
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DOORS, VENEERED AND SOLID, MADE TO ORDER.

224 FRIEND STREET,

Odd Work of All Kinds. . . . *BOSTON, MASS.*

TELEPHONE No. 1240, HAYMARKET.

Deflection. — Modulus or Elasticity.

White pine	750,000
Spruce	900,000
Yellow pine (long-leaved)	1,300,000
White oak	860,000

For Posts with Flat Ends.

The stresses given in the following table, in which L = length of post, D = least diameter of post, and S = stress per square inch.

White Pine and Spruce.		Long-leaved Yellow Pine.		White Oak.
L. / D.	S.	L. / D.	S.	S.
0 to 10	625	0 to 15	1,000	750
10 " 35	500	15 " 30	875	650
35 " 45	375	30 " 40	750	560
45 " 50	250	40 " 45	625	470
		45 " 50	500	375

WROUGHT IRON AND STEEL.

Stresses in Pounds per Square Inch.

	W. I.	Steel.
Extreme fibre stress, rolled beams, and shapes	12,000	16,000
Tension	12,000	15,000
Compression in flanges of built beams	10,000	12,000
Shearing	9,000	10,000
Direct bearing, including pins and rivets	15,000	18,000
Bending on pins	18,000	22,500

For columns and members acting as such, ten thousand for iron and twelve thousand for steel, reduced for ratio of length of column to its least radius of gyration by approved modern formulas.

Stresses due to transverse strains, combined with direct tension or compression, not to exceed extreme fibre stress given above for rolled beams and shapes, or in case of built members the above tension and compression stresses.

Compression flanges of beams to be proportioned to resist lateral flexure unless properly stayed or secured against same.

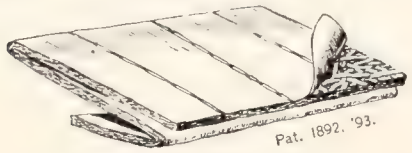
DEFLECTION. — MODULUS OF ELASTICITY.

Iron	27,000,000
Steel	29,000,000

ONE LAYER

— OF —

Cabot's Sheathing "QUILT"



Is equal to Six Layers

OF ROSIN-SIZED PAPER,

for sheathing or deadening. Costs less than one cent per foot.

Sample and information upon application.

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ELECTRIC VALVE FOR HYDRAULIC HOISTING AND FOR LIQUIDS.

New Electric Annunciator for Hotels, Etc.

GOODS ALL OF NEW DESIGN.

CIRCULAR, ETC., ON APPLICATION.

Stresses for steel are those for "medium steel," having an ultimate tensile strength of 60,000 to 68,000 pounds per square inch, an elastic limit of not less than 35,000 pounds per square inch, and minimum elongation in eight inches of twenty per cent.

CAST IRON.

Stresses in Pounds per Square Inch.

Extreme fibre stress, tension	2,500
Extreme fibre stress, compression	8,000

For Columns.

The stresses given in the following table, in which L = length of column in feet, D = external diameter, or at least side of rectangle in inches, and S = stress in pounds per square inch.

	Round Columns.			Rectangular Columns.		
L. / D.	S. Square Faced Bearings.	S. Round and Faced Bearings.	S. Round Bearings.	S. Square Faced Bearings.	S. Round and Faced Bearings.	S. Round Bearings.
1.0	8,480	7,870	7,350	8,810	8,320	7,870
1.1	8,210	7,540	6,970	8,600	8,030	7,540
1.2	7,940	7,200	6,590	8,380	7,740	7,200
1.3	7,670	6,870	6,220	8,140	7,450	6,870
1.4	7,390	6,540	5,860	7,910	7,160	6,450
1.5	7,120	6,220	5,530	7,670	6,870	6,220
1.6	6,850	5,910	5,200	7,430	6,590	5,910
1.7	6,580	5,620	4,900	7,190	6,310	5,620
1.8	6,320	5,330	4,620	6,960	6,040	5,330
1.9	6,060	5,060	4,350	6,730	5,780	5,000
2.0	5,810	4,810	4,100	6,490	5,530	4,810
2.1	5,580	4,570	3,870	6,270	5,280	4,570
2.2	5,340	4,340	3,650	6,050	5,050	4,340
2.3	5,120	4,120	3,440	5,830	4,830	4,120
2.4	4,910	3,910	3,250	5,620	4,620	3,910
2.5	4,710	3,720	3,080	5,420	4,410	3,720
2.6	4,510	3,540	2,910	5,230	4,220	3,540
2.7	4,330	3,370	2,760	5,040	4,040	3,370
2.8	4,150	3,210	2,620	4,860	3,870	3,210
2.9	3,980	3,060	2,480	4,680	3,700	3,000
3.0	3,820	2,920	2,360	4,520	3,540	2,920
3.1	3,660	2,780	2,240	4,350	3,390	2,780
3.2	3,520	2,660	2,130	4,200	3,250	2,660
3.3	3,380	2,540	2,030	4,050	3,120	2,540
3.4	3,250	2,430	1,940	3,910	2,990	2,430

STONEWORK.

Stresses in Tons of Two Thousand Pounds per Square Foot.

First quality, dressed beds and builds, laid solid in cement mortar.

ELIJAH S. COWLES, Pres. BENJ. W. WELLS, Treas.
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Operating Automatic and . .
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Insurance Rates Reduced 10%.

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BOX 154.

Builders' and Contractors' Association.

Jobbing promptly attended to.

Granite	60
Marble and limestone	40
Sandstone	30

In cases where poorer mortar is used, to avoid stain from cement, stresses to be less than above, and to be approved by inspector.

In ashlar-faced work no allowance over strength of brickwork is to be made for ashlar less than eight inches thick. For eight inches thick and over, the excess over four inches shall be allowed.

BRICKWORK.

Stresses in Tons of Two Thousand Pounds per Square Foot.

First-class work, of hard-burned bricks, and including piers in which height does not exceed six times the least dimensions, laid in —

(*a*)	One part cement, two parts sand	15
(*b*)	One part cement, one part lime, and eight parts sand	12
(*c*)	Lime mortar	8

Brick piers of hard-burned bricks, in which height is from six to twelve times the least dimension.

Mortar "a"	13
Mortar "b"	10
Mortar "c"	7

For "light hard" bricks, stresses not to exceed two-thirds of above.

IN GENERAL.

Stresses for materials and forms of same, not herein mentioned, shall be those determined by best modern authorities.

QUALITY OF MATERIALS.

All materials are to be of good quality for the purpose for which they are to be used, are to conform to legal, trade, and manufacturers' standards, and to be subject to the approval of the inspector.

MORTARS.

All mortars shall be made with such proportion of sand as will ensure a proper degree of cohesion and tenacity, and secure thorough adhesion to the material with which they are to be used, and the inspector shall condemn all mortars not so made. The following rules must be complied with:

Mortar below level of water shall be no poorer than one part cement and two parts sand.

Mortar for first-class buildings shall for one-half their height be no poorer than one part cement, two parts sand, above, equal parts of cement and lime, and the proper proportion of sand.

Mortar for second-class buildings, and for such parts of third-class buildings as are below the level of the sidewalk, shall be no poorer than equal parts of lime and cement, with a proper proportion of sand.

Mortar for third-class buildings above ground shall be no poorer than the best lime mortar.

Exceptions by the inspector may be made for mortar used in setting stone where cement will stain.

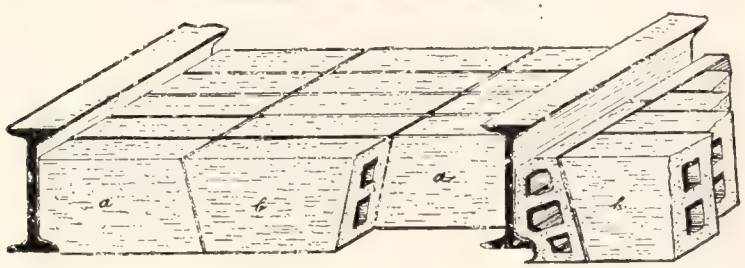
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Room 31,

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Special attention given to House Drainage and Ventilation.

ROBERT F. BROWN,

. PLUMBER .

18 CAMBRIA ST., BACK BAY

OFF POLICE STATION 16.

Telephone 250 "Tremont." BOSTON.

Orders Promptly Attended To.

WOODEN BUILDINGS WITHIN BUILDING LIMITS.

SECT. 20. No alteration or repairs shall be made on any third-class building within the building limits without a permit from the inspector of buildings, and no permit to increase the height or area of any such building shall be granted. No permit for the alteration or repair of a third-class building within the limits shall be granted if the cost of the proposed alteration, using new materials, exceed fifty per cent. of the cost of renewing the building.*

SECT. 21. No third-class building within or without the building limits shall be moved to any position within said limits, except that a third-class building within said limits may be moved to another position on the same lot, by permission of the inspector.†

POWERS OF CITY COUNCIL.

SECT. 22. The city council of said city may by ordinance make such requirements, in addition to those contained in this act, as they may deem expedient in relation to the erection and alteration of wooden buildings outside the building limits.

FIRST-CLASS BUILDINGS.

SECT. 23. A first-class building shall consist of non-inflammable material throughout, with floors constructed of iron or steel beams filled in between with terra-cotta or other masonry arches, except that wood may be used for under and upper floors, window and door frames, sashes, doors, standing finish, hand rails for stairs, necessary sleepers bedded in concrete, and for isolated furring blocks bedded in the plaster. There shall be no air space between the top of any floor arches and the floor boarding, and no air space behind any woodwork.

SECT. 24. Every building hereafter erected over seventy feet high shall be a first-class building; and this provision shall apply to all buildings hereafter increased in height to over seventy feet. Every building hereafter erected or enlarged or converted to use as a hotel, for the accommodation of guests, and containing more than fifty rooms above the first floor, shall be a first-class building.‡

SECT. 25. No building or other structure hereafter erected, except a church spire, shall be of a height exceeding two and one half times the width of the widest street on which the building or structure stands, whether such street is a public street or place, or a private way existing at the passage of this act or thereafter approved as provided by law, nor exceeding one hundred and twenty-five feet in any case; such width to be the width from the face of the building or structure to the line of the street on the other side, or if the street is of uneven width, such width to be the average width of the part of the street opposite the building or structure. If the effective width of the street is increased by an area or set-back the space between the face of the main building and the lawfully established line of the street may be built upon the height of twenty feet.§

EXCAVATION.

SECT. 26. Every portion of every structure in process of construction, alteration, repair, or removal, and every neighboring structure or portion thereof affected by such process, or by any excavation, shall be properly constructed and sufficiently supported during such process. The inspector may take such measures as the public safety requires to carry this section into

* Chapter 443, Section 6, 1894. † Chapter 443, Section 7, 1894. ‡ Chapter 443, Section 8, 1894. § Chapter 443, Section 9, 1894.

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effect, and any expense so incurred may be recovered by the city from the owner of the defective structure.

PILING.

SECT. 27. Where the nature of the ground requires it, all buildings shall be supported on foundation piles, not more than three feet apart on centres in the direction of the wall, and the number, diameter, and bearing of such piles shall be sufficient to support the superstructure proposed. The walls of buildings over seventy feet in height shall rest, where the nature of the ground permits, upon at least three rows of piles, or an equivalent number of piles arranged in less than three rows. The inspector shall determine the grade at which the piles shall be cut. All piles shall be capped with block granite levellers, each leveller having a firm bearing on the pile or piles it covers. The inspector may require any applicant for a permit to ascertain by boring the nature of the ground on which he proposes to build.*

FOUNDATIONS.

SECT. 28. The walls and piers of every building shall have a foundation; the bearing of which shall be not less than four feet below any adjoining surface exposed to frost, and such foundation, with the superstructure which it supports, shall not overload the material on which it rests.†

SECT. 29. The inspector of buildings shall designate in every permit for the erection of a new building, the lowest grade at which the cellar bottom of such building may be laid.‡

SECT. 30. Foundations shall be built of rubble, block granite, or brick, laid in mortar, as provided in section nineteen. Foundation walls of rubble shall not be used in buildings over forty feet in height, except third-class buildings outside the limits. Where rubble is used, two-thirds of the bulk of the wall shall be built of through stone, thoroughly bonded. No round or bowlder stone shall be used, and if the foundation is on piles, the lower course shall be of block stone not under sixteen inches high. Foundations of rubble shall be twenty-five per cent. thicker than is required for granite foundations. Foundations of block granite shall be at least eight inches thicker than the walls next above them to a depth of twelve feet below the street grade; and for every additional ten feet, or part thereof, deeper, they shall be increased four inches in thickness. Foundations of brick shall be at least twelve inches thick, and at least four inches thicker than the walls next above them to a depth of twelve feet below the street grade; and for every additional ten feet, or part thereof, deeper, they shall be increased four inches in thickness. Foundations shall be thick enough to resist any lateral pressure, and the inspector may order an increase of thickness for that purpose. The footing shall be of stone or concrete, or both, or of concrete and stepped-up brickwork, of sufficient thickness and area to safely bear the weight to be imposed thereon, and to properly distribute such weight upon the surface on which it rests. If of concrete, the concrete shall not be less than twelve inches thick. If of stone, the stones shall not be less than sixteen inches in thickness, and at least twelve inches wider than the bottom width of the foundation walls, and at least twelve inches wider on all sides than the bottom width of any piers, columns, or posts resting upon them. All footing stones shall be well bedded, and laid crosswise, edge to edge. If stepped-up footings of brick are used in place of stone, above the concrete, the steps or

* Chapter 443, Section 10, 1894. † Chapter 443, Section 11, 1894. ‡ Chapter 443, Section 12, 1894.

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offsets, if laid in single courses, shall each not exceed one and a half inches; or if laid in double courses, then each shall not exceed three inches.

CELLARS.

SECT. 31. The cellar of every dwelling hereafter built on filled or made land, or where the grade or nature of the ground requires, shall be sufficiently protected from water and damp by a bed at least two inches thick over the whole, of concrete, cement, and gravel, tar and gravel, or asphalt, or by bricks laid in cement. The space between any floor and the cellar bottom shall be well ventilated. No cellar or basement floor of any building shall be constructed below the grade of twelve feet above mean low water; *provided, however*, that the board of aldermen may, by license, subject to revocation by them at any time for sufficient reason of public health, authorize cellar or basement floors to be constructed in buildings, no part of which is to be used as a dwelling, so much below said grade as they may designate in such license. All metal foundations and all constructional ironwork under ground shall be protected from dampness by concrete, in addition to two coats of red lead, or other material approved by the inspector.*

EXCAVATIONS.

SECT. 32. All excavations shall be so protected, by sheet piling if necessary, by the persons causing the same to be made, that the adjoining soil shall not cave in by reason of its own weight. It shall be the duty of the owner of every building to furnish, or cause to be furnished, such support that his building shall not be endangered by any excavation: *provided, however*, that the owner of any building which is endangered by an excavation carried by an adjoining owner more than ten feet below the grade of the street, may recover the expense so caused of supporting such building from the parties causing such excavations to be made. All permanent excavations within the building limits shall be protected by retaining walls. In case of any failure to comply with the provisions of this section, the inspector may enter upon the premises and may furnish such support as the circumstances may require. Any expense so incurred may be recovered by the city from the parties required by law to furnish support.

QUALITY OF BRICKWORK.

SECT. 33. All brickwork shall be of merchantable, well-shaped bricks, well laid and bedded, and well-filled joints, in mortar, as required by section nineteen, and well flushed up at every course with mortar. Bricks when laid shall be wet or dry, as the inspector may direct.

SECT. 34. All walls of brick, stone, or other similar material, shall be well built, properly bonded and tied, and laid with mortar, as required by section nineteen. The inside four inches of any wall may, upon a special permit issued by the inspector, be built of hard-burnt, hollow, clay bricks, of quality and dimensions satisfactory to the inspector, and thoroughly tied and bonded into the wall.

BONDING COURSES.

SECT. 35. Every eighth course, at least, of a brick wall shall be a heading or bonding course, except where walls are faced with face brick, in which case every eighth course shall be bonded with Flemish headers, or by cutting the corners of the face brick and putting in diagonal headers behind the same.

* Chapter 413, Section 13, 1894.

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EXTERNAL AND PARTY WALLS OF BRICK DWELLING-HOUSES.

SECT. 36. The external and party walls above the foundation of dwelling-houses of the first or second class, hereafter built, not over twenty feet wide, or thirty-three feet high, or forty feet deep, shall be not less than eight inches thick. Such walls of dwellings of the first or second class hereafter built thirty-three feet or over, but not over sixty feet high, shall be not less than twelve inches thick. Such walls of such dwellings sixty feet or over, but not over seventy feet high, shall be sixteen inches to the height of the top of the second floor, and twelve inches for the remaining height. Such walls of such dwellings seventy feet or over, but not over eighty feet high, shall be twenty inches to the top of the second floor, sixteen inches to the top of the upper floor, and to within fifteen feet of the roof, and twelve inches the remaining height. Such walls of such dwellings of eighty feet or more in height shall have for the upper eighty feet the thickness required for buildings between seventy and eighty feet in height, and every section of twenty-five feet or part thereof below such upper eighty feet shall have a thickness of four inches more than is required for the section next above it.

EXTERNAL AND PARTY WALLS OF BRICK BUILDINGS OTHER THAN DWELLING-HOUSES.

SECT. 37. The external and party walls above the foundation of every building of the first or second class hereafter built, other than dwellings, forty feet or less in height, shall be sixteen inches thick to the top of second floor, and twelve inches for the remaining height. Such walls of such buildings of forty feet or over, but not over sixty feet in height, twenty inches to the top of second floor, sixteen inches the remaining height. Such walls of such buildings of sixty feet or over, but not over eighty feet high, twenty-four inches to the top of the first floor, twenty inches to the top of the upper floor, and to within fifteen feet of the roof, and sixteen inches above. Such walls of such buildings of eighty feet or more in height shall have for the upper eighty feet the thickness required for buildings between seventy and eighty feet in height, and every section of twenty-five feet or part thereof below such upper eighty feet shall have a thickness of four inches more than is required for the section next above it.

VAULTED WALLS.

SECT. 38. Vaulted walls shall contain, exclusive of withes, the same amount of material as is required for solid walls, and the walls on either side of the air space in a wall carrying a floor shall be not less than eight inches thick, and shall be securely tied together with ties not more than two feet apart.*

SECT. 39. In reckoning the thickness of walls ashlar shall not be included unless it be at least eight inches thick. In walls required to be sixteen inches thick or over the full thickness of the ashlar shall be allowed; in walls less than sixteen inches thick only half the thickness of the ashlar shall be included. Ashlar shall be at least four inches thick, and properly held by metal clamps to the backing, or properly bonded to the same.†

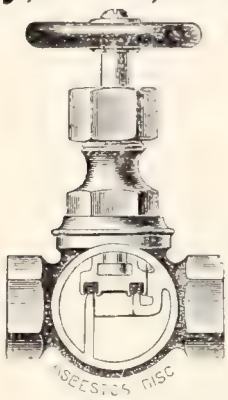
IRON OR STEEL EXTERNAL WALLS.

SECT. 40. External walls may be built in part of iron or steel, and when so built may be of less thickness than is above required for external walls, provided such walls meet the requirements of this act as to strength, and provided that all constructional parts are wholly

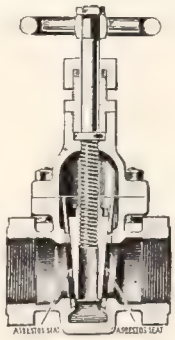
* Chapter 443, Section 14, 1894. † Chapter 443, Section 15, 1894.



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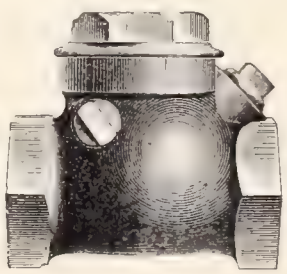


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PARTY AND BEARING PARTITION WALLS OF BRICK BUILDINGS.

SECT. 41. In first and second class buildings all party and bearing partition walls above the foundation shall be of brick, and no such party or partition wall shall hereafter be furred with wood, but all such walls if plastered, shall be plastered on masonry or on metal lathing; *provided*, that wood furrings for nailings may be bedded flush in mortar, leaving no air space behind any woodwork. No wall in any second-class building shall be increased in height unless the entire building is so altered as to conform to the requirements of this act.*

SECT. 42. In buildings hereafter built all party walls and the partition walls required by this act shall be built through, and at least thirty inches above or distant from the roof boarding, at the nearest point; shall be entirely covered with stone or metal securely fastened, and corbelled to the outer edge of all projections; *provided*, that a gutter stone of suitable dimensions and properly balanced may be inserted in place of the corbelling; and *provided*, further, that in the case of buildings not over forty-five feet in height the distance that any wall is carried above the roof boarding need not exceed twelve inches.†

OPENINGS, RECESSES, AND BUTTRESSES.

SECT. 43. When openings or recesses, or both, occur in an external wall, or when buttresses are used, the piers shall be of sufficient strength to comply with the clauses of this act, prescribing strength of materials, and not less in thickness than is above specified, and no other portion of the wall shall be less than twelve inches thick in buildings under seventy feet in height, or less than sixteen inches thick in buildings seventy feet or over in height.

SECT. 44. No recess, chase, or flue shall be made in any party wall so deep that it will leave the thickness at the back less than eight inches at any point, and no recess, chase, or flue, not vertical, shall be made without the special permit of the inspector. No vertical recess, other than flues, in stacks, shall be nearer than seven feet to any other recess, unless by special permit of the inspector. All flues in a party wall shall be lined with terra cotta flue linings.‡

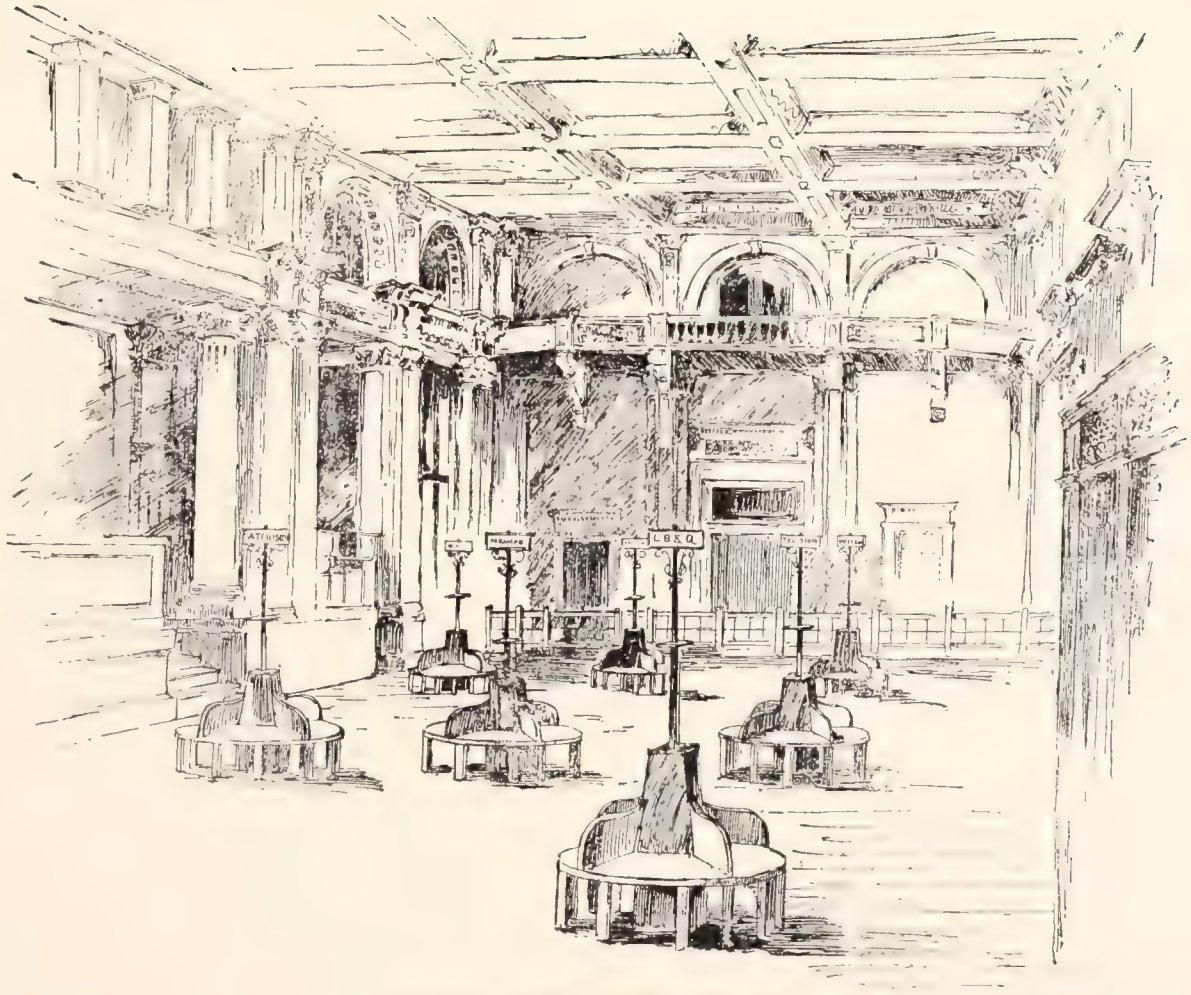
TRUSSES, COLUMNS, AND GIRDERS.

SECT. 45. First and second class buildings hereafter built shall have floor-bearing supports not over thirty feet apart. These supports may be brick walls, trusses, or columns and girders. Such brick walls may be four inches less in thickness than is required by this act for external and party walls of the same height, provided they comply with the provisions of this act as to the strength of materials, but in no case less than twelve inches thick. When trusses are used, the walls upon which they rest shall be at least four inches thicker than is otherwise required by sections thirty-six and thirty-seven, for every addition of twenty-five feet or part thereof to the length of the truss over thirty feet.

BRICK PARTITION WALLS, WHEN NECESSARY.

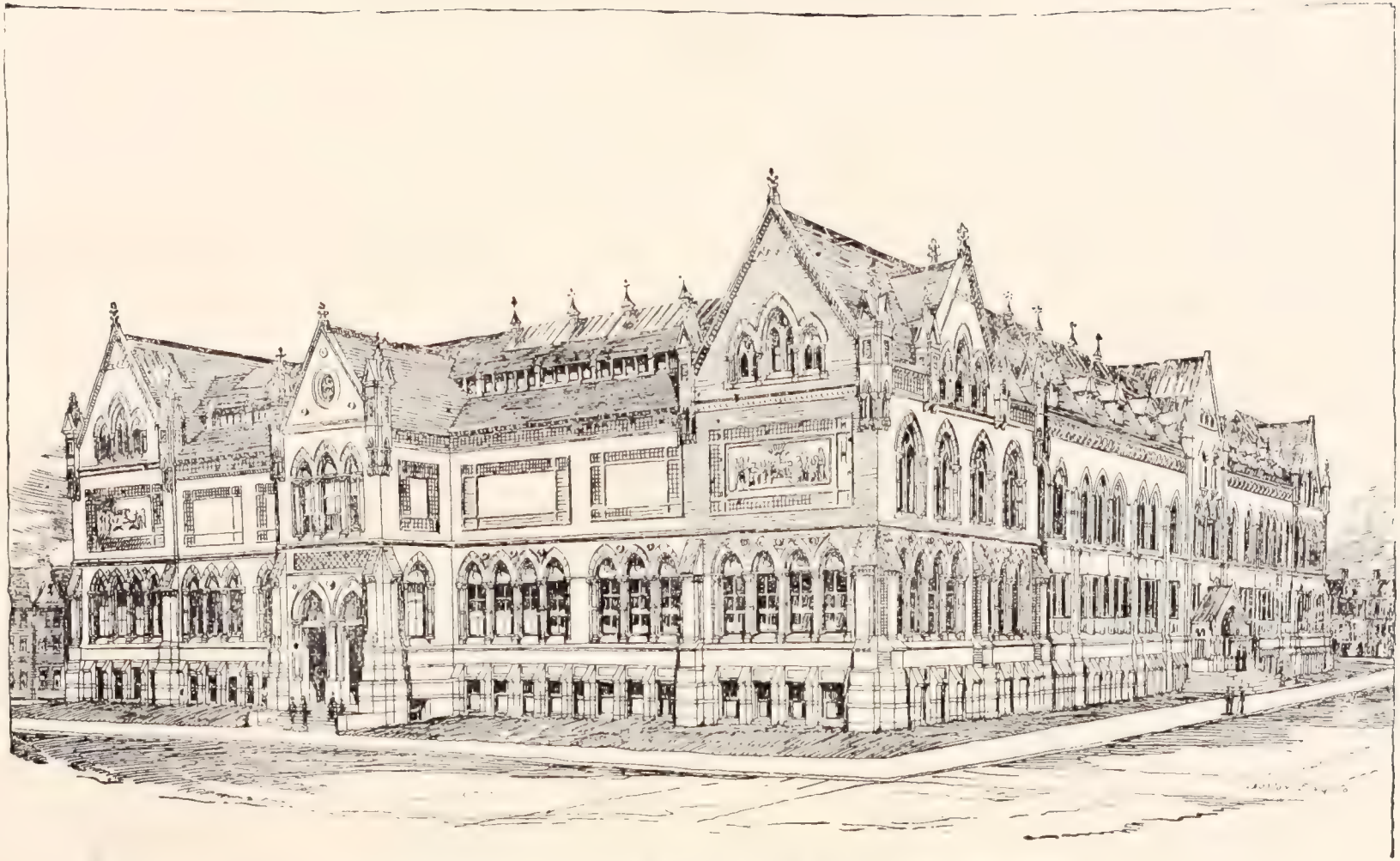
SECT. 46. Second-class buildings hereafter built shall be so divided by brick partition walls of the thickness prescribed for bearing partition walls, and carried thirty inches above

* Chapter 464, Section 2, 1893. Chapter 443, Section 16, 1894. † Chapter 464, Section 3, 1893. ‡ Chapter 443, Section 17, 1894.



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the roof, that no space inside any such building shall exceed in area eight thousand square feet, and no existing wall in any second-class building shall be removed so as to leave an area not so enclosed of more than eight thousand square feet; *provided*, that in buildings having a height of not over forty-five feet, the height above the roof of the said brick partition walls need not exceed twelve inches.*

WALLS — HOW ANCHORED.

SECT. 47. All walls of a first or second class building meeting at an angle shall be united every ten feet of their height by anchors made of at least two inches by half an inch wrought iron securely built into the side or partition walls not less than thirty-six inches, and into the front and rear walls at least one-half the thickness of such walls.

OPENINGS IN PARTY WALLS.

SECT. 48. Openings or doorways in party walls or in partition walls required by this act shall not exceed two in number for each floor, and the combined area of such openings on each floor shall not exceed one hundred square feet. Each opening must be provided with two sets of metal-covered doors separated by the thickness of wall, hung to rabbeted iron frames, or to iron hinges in brick or iron rabbets; *provided*, that this section shall not apply to theatres.

COLUMNS.

SECT. 49. Every column shall rest upon a cap or plate sufficient to properly distribute the load. Columns set one above another shall have proper connections. All bearing parts of columns or plates shall be turned or planed to true surfaces. The inspector may require columns to be drilled for inspection.

PIERS.

SECT. 50. Piers and walls shall have caps or plates, where needed, sufficient to properly distribute the load.

FIRE-PROOFING.

SECT. 51. All weight-bearing metal in first and second class buildings hereafter built shall be protected by brick, terra cotta, or plastering on metal laths or furring, or other incombustible material approved by the board of appeal: *provided*, however, that the inspector may, with the approval of the board of appeal, authorize the omission of such protection from the whole or any part of said weight-bearing metal in one-story structures, or in buildings specially designed and constructed for a use which will destroy, nullify, or render useless such form of protection.†

SECT. 52. Isolated upright supports of other material than brick, below the first floor in first and second class buildings hereafter erected shall be protected by a jacket of brick or terra cotta, at least four inches thick, or by a coating of plaster one inch thick on wire or metal lathing or other substantial fire-proof material.‡

SECT. 53. Partitions supporting floors or roofs shall rest upon girders, trusses, or walls.

CORNICES.

SECT. 54. Where a wall is finished with a stone cornice, the greatest weight of material of such cornice shall be on the inside of the face of the wall. All cornices hereafter built or

* Chapter 464, Section 4, 1893. † Chapter 443, Section 18, 1894. ‡ Chapter 443, Section 19, 1894.

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replaced shall be of brick or other incombustible material, and the walls shall be carried up to the boarding of the roof; and where the cornice projects above the roof the masonry shall be carried up to the top of the cornice and covered with metal, like parapet walls.

FLOORS.

SECT. 55. All new or renewed floors shall be so constructed as to carry safely the weight to which the proposed use of the building will subject them, and every permit granted shall state for what purpose the building is designed to be used; but the least capacity per superficial square foot, exclusive of materials, shall be: — For floors of dwellings, fifty pounds. For office floors, one hundred pounds. For floors of public buildings, one hundred and fifty pounds. For store floors, floors of warehouses and mercantile buildings of like character, drill rooms and riding schools, at least two hundred and fifty pounds. The weight for floors not included in this classification shall be determined by said inspector, subject to appeal as provided by law.*

SECT. 56. In every building hereafter built or altered, there shall be posted and maintained in every room used for mechanical or mercantile purposes, the inspector's certificate of the weight-bearing capacity of the floor. No part of any floor of such room shall be loaded beyond its capacity as certified.

ROOF AND FLOOR TIMBERS.

SECT. 57. All roof or floor timbers entering the same party wall from opposite sides shall have at least four inches solid brickwork between the ends of said timbers.

SECT. 58. The ends of all wooden floor or roof beams in first and second class buildings shall enter the wall to a depth of at least four inches, unless the wall is properly corbelled so as to give a bearing of at least four inches; and the ends of all such beams shall be so shaped or arranged that in case of fire they may fall without injury to the wall.

SECT. 59. Each floor in first or second class buildings shall have its beams so tied to the walls and to each other with wrought-iron straps or anchors at least three-eighths of an inch thick by one and one-half inch wide, as to form continuous ties across the building not more than ten feet apart. Walls running parallel or nearly parallel with floor beams shall be properly tied once in ten feet to the floor beams by iron straps or anchors of the size above specified.

HEADERS AND TRIMMERS.

SECT. 60. Every wooden header or trimmer more than four feet long, carrying a floor load of over seventy pounds per square foot, shall, at connections with other beams, be hung in stirrup irons and joint bolted. All tail beams and similar beams of wood shall be framed or hung in stirrup irons. All iron beams shall have proper connections.

SECT. 61. Cutting for piping or other purposes shall not be done so as to reduce the strength of the supporting parts below that required by the provisions of this act.

SECT. 62. No part of any floor timber shall be within two inches of any chimney. No studding or furring shall be within one inch of any chimney.

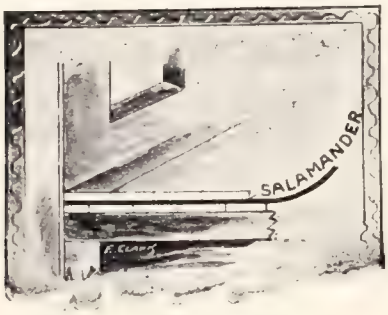
SECT. 63. Every second-class building hereafter built, except as hereinafter provided, shall have a sufficient fire-stop at each floor, covering the whole floor of each story through all stud partitions and extending to the masonry walls. Every air-duct, except those expressly

* Chapter 280, 1895. Approved April 17, 1895.

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sanctioned by this act, shall be effectually stopped at each story. Every such fire-stop shall consist of a solid, air-tight cohesive layer, at least one inch thick, of tile, brick, terra cotta, or like fire-made material, plaster, cement, cinder, or ashes, or of a combination of the same, or of equally non-inflammable, non-heat conducting materials, laid between the upper and under floors, or occupying all the space between the timbers under the under floors; *provided*, that all second-class buildings, hereafter erected of forty-five feet or more in height, which are used above the first floor as storage stores, warehouses, or stores for the storage and sale of merchandise, shall have a tight splined or tongued and grooved under floor of at least two-inch plank, with an upper floor one-inch thick, matched and breaking joints, and in such buildings fire-stops need not be used; and in all second-class buildings of the character described, all stairways shall be enclosed in walls or shafts of non-inflammable material, and all openings in said walls or shafts shall be provided with metal-covered doors hung to rabbeted iron frames with iron thresholds. The foot of each partition, and of each tier of studding or furring, shall be filled solid between the uprights to the full width thereof, and to the height of six inches above the floor, with the same incombustibles as above prescribed for fire-stops, or some combination thereof. The spaces between such parts of floor joists as rest upon partition heads shall be filled with the materials above required. The spaces between stringers of staircases and joists of landings, unless unceiled, shall be so stopped with some of the incombustibles above mentioned, at three places at least in every flight of stairs, as to prevent the passage of air.*

ROOFS.

SECT. 64. No part of the roof of any first or second class building hereafter built over sixty feet high, to be used for mercantile, manufacturing, or storage purposes, or as a theatre, hotel, apartment-house, or office building, shall have a pitch of over twenty degrees. All new or renewed roofs shall be so constructed as to bear safely, in addition to the weight of the material, twenty-five pounds per superficial foot of area covered with proper additional allowance for a horizontal wind pressure of thirty pounds per square foot. All thin glass skylights upon roofs shall be covered by a wire netting, when in the opinion of the inspector such protection is needed.†

SECT. 65. The roof of every second-class building hereafter built shall be covered with tin, iron, slate, gravel, composition, or like substantial roofing material not readily inflammable; if such roof comprises more than one story, or is over twenty feet in height in any part from the nearest floor, except in a church or drill shed one story in height, in which the top of the first floor is not more than six feet above the grade at the building, such roof shall be of the construction required for first-class buildings.

METALLIC LEADERS.

SECT. 66. All buildings over forty-five feet high shall have suitable water-tight metallic leaders, and all buildings shall have leaders sufficient to carry all the water to the street, gutter, or sewer, in such a manner as not to flow upon the sidewalk, or to cause dampness on any wall, yard, or area.

* Chapter 464, Section 5, 1893. † Chapter 443, Section 20, 1894.

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OBSERVATION STANDS.

SECT. 67. No staging or stand for observation purposes shall be constructed or occupied upon the roof of any building in said city.

CHIMNEYS.

SECT. 68. No chimney shall be corbelled from a wall more than the thickness of the wall, nor be hung from a wall less than twelve inches thick, nor rest upon wood. All chimneys shall be built of brick, stone, or other incombustible material. Brick chimneys shall have walls at least eight inches thick, unless terra-cotta flue linings are used, in which case four inches of brickwork may be omitted. Other chimneys shall have walls at least eight inches thick, and shall have in addition a lining of four inches of brickwork, or a terra-cotta flue lining. The inside of all brick flues shall have struck joints. No wood furring shall be used against any chimney or around any chimney in a first or second class building, but the plastering shall be directly on the masonry or on metal lathing. All chimneys shall be topped out at least four feet above the highest point of contact with the roof. No nail shall be driven into the masonry of any chimney.*

FLUES.

SECT. 69. Flues of ranges and boilers, and other similar flues, shall have the outside exposed to the height of the ceiling, or be plastered directly upon the bricks.

HEARTHS AND TRIMMER ARCHES.

SECT. 70. All hearths shall be supported by trimmer arches of brick or stone; or be of single stones at least six inches thick, built into the chimney and supported by iron beams, one end of which shall be securely built into the masonry of a chimney or an adjoining wall, or which shall otherwise rest upon incombustible support. The brick jambs of every fireplace, range, or grate opening, shall be at least eight inches wide each, and the backs of such openings shall be at least eight inches thick. All hearths and trimmer arches shall be at least twelve inches longer on either side than the width of such openings, and at least eighteen inches wide in front of the chimney breast. Brickwork over fireplaces and grate openings shall be supported by proper iron bars, or brick or stone arches.

SECT. 71. Every chimney flue in which soft coal or wood is burned shall be carried to a height sufficient to protect neighboring buildings from fire and smoke.

HOT-AIR AND SMOKE PIPES AND REGISTER BOXES.

SECT. 72. No smoke-pipe shall project through any external wall or window. No smoke-pipe shall pass through any wooden partition, without a soapstone ring of the thickness of the partition, and extending four inches from the pipe, or a double metal collar of the thickness of the partition, with a ventilated air space of not less than four inches around the pipe; nor shall be placed within eight inches of any wood unless such wood is plastered and protected by a metal shield two inches distant from the wood, in which case the smoke-pipe shall not be less than six inches from the wood. The tops of all heating furnaces set in brick shall be covered with brick, supported by iron bars, and so constructed as to be perfectly tight; said covering to be in addition to and not less than six inches from the ordinary covering of the hot-air chamber. The tops of all heating furnaces not set in brick shall be at least eight inches below

* Chapter 443, Section 21, 1894.

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the nearest wooden beams or ceiling, with a shield of tin plate made tight, suspended not less than two inches below such beams or ceiling, and extending one foot beyond the top of the furnaces on all sides. All hot-air register boxes hereafter placed in the floors or partitions of buildings shall be set in soapstone or equally incombustible borders not less than two inches in width, and shall be made of tin plate, and have double pipes and boxes properly fitted to the soapstone. Hot-air pipes and register boxes shall be at least one inch from any woodwork, and register boxes fifteen inches by twenty-five inches, or larger, and their connecting pipes, shall be two inches from any woodwork. The requirements of this section may be modified or dispensed with by the inspector, in first-class buildings.

SECT. 73. No woodwork shall be placed within one inch of any metal pipe to be used to convey heated air or steam, unless such pipe is protected by a soapstone or earthen ring or tube, or a metal casing.

SETTING OF BOILERS, FURNACES, ETC.

SECT. 74. No boiler to be used for steam heat or motive power, and no furnace or hot-water heater shall be placed on any floor above the cellar floor, unless the same is set on non-combustible beams and arches, and in no case without a permit from the inspector. Every steam-boiler in a building to be used for office, mercantile or manufacturing purposes, or to be used as a lodging or tenement house, shall be enclosed in a fire-proof room of brick, terra cotta, stone, iron, or other similar incombustible material, with openings closed by metal-covered doors, hung to rabbeted iron frames, or to iron hinges in brick or iron rabbets. No range, stove, oven, or boiler shall be used for cooking in a hotel or restaurant, or for manufacturing purposes, until the same has been examined and approved by the inspector.*

SECT. 75. In every second-class building hereafter erected, all exterior parts more than forty-five feet above the sidewalk, except window frame sashes and blinds, shall be made of metal, stone, brick, or other equally incombustible material.†

SHUTTERS.

SECT. 76. Outside openings of the classes hereinafter specified, in any first or second class building of more than one story in height, hereafter built or altered, and containing above the first story any room of over six hundred feet area, used for any purposes except domestic cooking, of greater fire risk than offices, counting-rooms, and dwelling-rooms, shall be protected by shutters. Such shutters shall be covered on both sides with tin, or made of other substantial fire-resisting material, and hung on the outside, if practicable, and otherwise on the inside, either upon independent iron frames or upon iron hinges rabbeted to the masonry, and made to be handled from the outside. The above requirement shall apply to any opening in any such building, which opening is above and within thirty feet of the roof of another building, or within thirty feet of another opening in an opposite wall, or in a wall the outside face of which diverges at an angle of less than one hundred and thirty-five degrees from the outside face of the wall in which the opening is and leaves an open space between the openings and outside of the walls.

ELEVATORS AND HOISTWAYS.

SECT. 77. Elevators or hoists for freight which do not pass the ceiling of the first story

* Chapter 464, Section 6, 1893. † Chapter 443, Section 22, 1894. Chapter 464, Section 7, 1893.

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may be constructed without fire-proof enclosures above the basement. In existing buildings, or in buildings hereafter erected in compliance with this act, freight and passenger elevators without fire-proof enclosures may be placed in areas or hallways which are continuous and unbroken, no part being separated from another part by an intervening floor; *provided*, that no additional draught of air is thereby created. In such buildings such elevators may pass through the first floor of any area or hallway; *provided*, a fire-proof enclosure be carried up to the first floor. Except as above provided, all shafts hereafter built for elevators, hoists, dumb-waiters, lifts, light, and ventilating shafts or other air ducts, shall be constructed of, and if they do not pass the upper floor their tops shall be covered with, some substantial material not inflammable. All such shafts which pass the top floor shall be carried at least eighteen inches above the roof and be covered with a skylight. Such shafts already constructed, except lifts twenty-eight inches square or of less area, and except in dwelling-houses to be occupied by not more than one family, shall be lined with tin or plastered on wire lathing, or otherwise rendered non-inflammable on the inside. Such shafts hereafter built for freight and passenger elevators shall be of brick at least eight inches thick, or of metal covered on both sides with at least one inch of plaster applied immediately to the metal, or with some other equally substantial non-inflammable non-conducting material. Every entrance opening in a shaft or hoistway within two and one-half feet above the floor shall be protected by sufficient rails, gates, trap-doors, or such other device as shall be equivalent thereto. Every elevator shall be provided with some other sufficient arrangement to prevent the falling of the car in case of accident. Overhead elevator machinery shall have underneath it a grille sufficient to protect the car from falling material. Every opening into an elevator shaft or hoistway, and every opening through a floor other than a stairway, shall be closed when not in use. All inside elevator shaft-openings, other than openings in passenger-elevator shafts, shall be furnished with metal-covered doors hung to rabbeted iron frames, and shall have iron thresholds, and said doors shall be kept closed when not in use. Outside windows or openings of every elevator shaft shall have three vertical iron bars painted red, equally dividing the opening. Every part of any elevator not enclosed in a shaft shall be protected by a wire grille.

SECT. 78. No elevator shall be used in any building until after written approval by the inspector.

SECT. 79. In case any freight or passenger elevator is not constructed and furnished in compliance with this act, or has become unsafe, the inspector shall post a conspicuous warning and prohibition at each entrance to such elevator. It shall thereafter, until a new written permit is given by the inspector, be a penal offence hereunder to operate said elevator, or remove or deface said notice. No freight or passenger elevator shall be operated for more than six months after the date of the inspector's permit, unless a certificate signed by some elevator builder that the elevator is safe and in good order has been furnished within six months, and is posted in the car or at the entrance.

ACCESS TO ROOFS.

SECT. 80. All buildings over twenty feet high shall have permanent means of access to the roof from the inside. The opening shall be not less than eighteen inches by thirty inches.

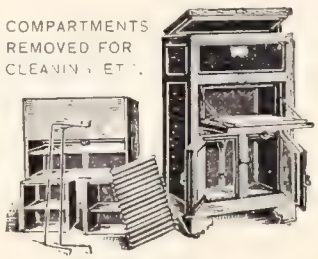
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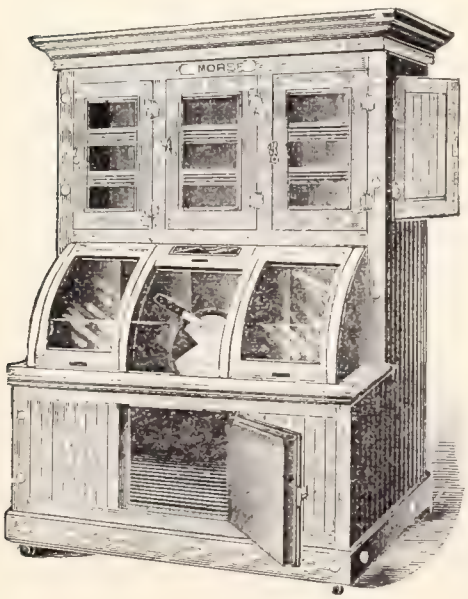
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EGRESS.

SECT. 81. Every building hereafter built, and every building occupied by two or more families, or as a tenement, boarding or lodging house, or as a factory or workshop, shall have, with reference to its height, condition, construction, surroundings, character of occupation, and number of occupants, sufficient means of egress in case of fire, satisfactory to said inspector.*

SECT. 82. Every school-house two stories or more high, every church, theatre, public building, hall, place of assembly or resort, every building occupied above the second story by two or more families, or as a tenement, boarding or lodging house, or as a factory or workshop where ten or more persons are employed, shall have at least two independent ways of egress, each accessible from each apartment, and one of which shall be enclosed in brick walls, shall have no interior openings other than the doors of the apartments from which it is an exit, and shall be provided with a ventilating skylight which can be operated from the lower hall. All ways of egress from every building shall be kept in good repair. No obstruction shall be placed upon any way of egress from any building. The inspector may permit stairways built for the purposes of complying with this section to project over public ways.

SECT. 83. Any owner or lessee responsible for the condition of a building shall be entitled to a certificate, or if the original has been issued, an exhibition of the duplicate thereof on the inspector's records, to the effect that his building is provided with safe means of egress, if and whenever such is the case in the inspector's opinion. Any tenant of or person employed in any private building, and, in the case of any public building or public school, any citizen of Boston, shall be entitled to an exhibition of the inspector's record, and if no certificate has been issued, may apply to have a certificate or order issued.

SECT. 84. No explosive or inflammable compound or combustible material shall be stored or placed under any stairway of any building, or used in any such place or manner as to obstruct or render egress hazardous in case of fire.

SECT. 85. The platforms, landings, and stairway steps of every fire-escape shall be strong enough to carry a load of seventy pounds to the square foot in addition to the weight of material.

BAY-WINDOWS.

SECT. 86. Except as provided in section eighty-two, no bay-window or other structure shall be placed upon any building so as to project over any public way or square, without the permission of the board of aldermen given after due notice and hearing, and then only in such manner as shall be approved by the inspector.

UNSAFE BUILDINGS, ETC.

SECT. 87. Every structure and part thereof, and appurtenance thereto, within the city of Boston, shall be so constructed and maintained in such repair as not to be dangerous, and the owner of any premises within said city, upon notice from the inspector that such premises are dangerous, shall forthwith remedy the cause of danger by removal or repair. In case public safety requires immediate action, the inspector may forthwith, by repair or temporary protection, prevent danger; or may, subject to appeal as provided for in section thirteen,

* Chapter 314, 1895.



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remove the dangerous structure; and his reasonable and necessary expenses may be recovered by the city of Boston of the owner.

SECT. 88. Any building which, by defect, accident, decay, or overloading, is unsafe, shall be vacated forthwith if and when the inspector shall so order, notwithstanding an appeal from such order be pending. The inspector shall affix and maintain on the exterior of every such building a conspicuous notice of its character. The removing or rendering illegible of such notice shall be a penal offence hereunder.

SECT. 89. In case of any change, alteration, or addition not in the nature of ordinary repairs, renewals, or restorations, being required under the terms of this act upon a building wholly or partly under lease containing no provision for such a case, the owner shall pay the expense, and may collect of the lessee an additional rent for the portion so leased equal to eight per cent. per annum on that proportion of the sum paid which the leased portion bears to the whole building.

THEATRES, PUBLIC BUILDINGS, ETC.

SECT. 90. Every building, except armories, and churches wherein the floor of the assembly hall is not more than seven feet above the grade at the principal entrance hereafter so built or altered as to contain an audience or assembly hall, capable of seating eight hundred persons or more, in sight or hearing of the stage, allowing the minimum width for aisles and corridors permitted by this act, and every theatre hereafter built, shall be a first-class building. In all theatres hereafter erected, the level of the stage above the street level shall not exceed five feet. The audience hall and each compartment, division, and gallery of every such building shall respectively have at least two independent exits, as far apart as may be. Every such exit shall have a width of at least twenty inches for every hundred persons which the hall, compartment, division, or gallery from which it leads is capable of containing: *provided*, that two or more exits of the same aggregate width may be substituted for either of the two exits above required. None of the exits above required shall be less than five feet wide.*

SECT. 91. Every building of the classes referred to by section ninety hereafter built shall have a frontage as wide as the widest part of the auditorium or assembly hall, including side passages or lobbies, the whole width and height of which frontage shall be upon a street, court, passageway, or area open to the sky, and at least thirty feet wide opposite the entire frontage. Such court, passageway, or area shall have an unobstructed way at least thirty feet wide, either through a first-class building, without openings into any second or third class building, or wholly open to the sky, connecting it with a public street at least thirty feet wide. There shall be at least one exit on this front which shall be in no case less than five feet in width, and of such greater width as an allowance of twenty inches for each one hundred persons which the building may at any time contain will in the aggregate require. There shall be another independent exit of the same capacity, or independent exits of the same aggregate capacity, either through a first-class building without openings into any second or third class building, or through a passageway open to the sky. All doors shall open outward, and shall not be so placed as to reduce the width of the passage above required. All aisles, stairways, and passages in such buildings shall be of even or increasing width toward the exit, at least seven feet high throughout, without obstruction below that height, properly arranged for the

* Chapter 443, Section 23, 1894.

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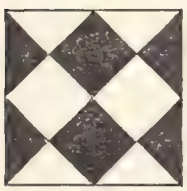
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easy egress of the audience, and of a width in respect of each division, gallery, or compartment, computed according to the above rule. No aisle or passage in such building rising toward its exit, except stairways from story to story and necessary steps in galleries and balconies, shall have a gradient within the auditorium of more than two in ten, nor elsewhere of more than one in ten.

SECT. 92. In buildings of the classes referred to in section ninety hereafter built, the cut of the stair stringers shall not exceed seven and one-half inches rise, nor be less than ten and one-half inches tread. No winders shall be less than seven inches wide at the narrowest part. There shall be no flights of more than fifteen or less than three steps between landings. Every landing shall be at least four feet wide from step to step.

SECT. 93. All stairs and landings of all buildings of the classes referred to by section ninety hereafter built shall have throughout proper hand rails on both sides firmly secured to walls, or to strong posts and balusters. Stairways twelve feet or more wide shall have one or more intermediate rails not more than eight feet apart and properly supported.

SECT. 94. No boiler, furnace, engine, or heating apparatus, except steam or hot-air pipes and radiators, shall be located under the auditorium nor under any passage or stairway of any exit of any building of the classes referred to by section ninety.

SECT. 95. The lights for the rear of the auditorium, and for all passages and stairways of exits of every building of the classes referred to by section ninety, hereafter built, shall be independent of the lights of the rest of the auditorium and of the platform or stage, and shall be so arranged that they cannot be turned down or off from the platform or stage.

SECT. 96. All exits from every building of the classes referred to by section ninety shall be opened for the use of every departing audience; and shall have fastenings on the inside only. Plans showing the exits and stairways shall be printed on every programme or playbill.

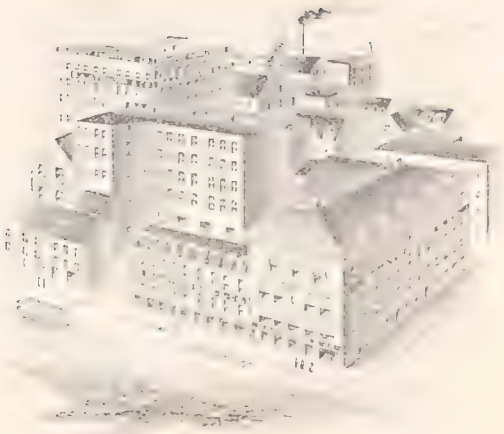
SECT. 97. No temporary seats or other obstructions shall be allowed in any aisle, passageway, or stairway of a building of the classes referred to by section ninety, and no person shall be allowed to remain in any aisle, passageway, or stairway of any such building during any performance.

SECT. 98. The stage of every theatre hereafter built shall be separated from the auditorium by a brick wall sixteen inches thick, which wall shall extend the entire width and height of the building, and two feet six inches above the roof, like a party wall. There shall be no openings through this wall except the curtain opening, and not more than two others, which shall be located at or below the level of the stage; these latter openings shall not exceed twenty-one superficial feet each, and shall have tinned wood self-closing doors, securely hung to rabbeted iron frames or rabbets in the brickwork. The finish or decorative features around the curtain opening of every theatre shall be of incombustible materials, well secured to masonry. All scenery, curtains, and woodwork of the stage of every theatre shall be thoroughly covered, and, if practicable, saturated with fire-resisting material. No fixed portion of the stage shall be of wood.

SECT. 99. There shall be lobbies adjoining each division of the auditorium of every theatre hereafter built, separated therefrom by a partition of brick or other equally incombustible material, and sufficiently large to furnish standing room for all persons that such division may at any time contain. There shall be no openings in such partition except such as are required by section ninety, and such openings shall not be more than eight feet high.



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SECT. 100. The proscenium or curtain opening of every theatre shall have a fire resisting curtain of incombustible material, re-enforced by wire netting, or otherwise strengthened. If of iron, or similar heavy material, and made to lower from the top, it shall be so contrived as to be stopped securely at a height of seven feet above the stage floor; the remaining opening being closed by a curtain or valance of fire-resisting fabric. Such curtain shall be raised at the beginning and lowered at the end of each and every performance, and shall be of proper material, construction, and mechanism.

SECT. 101. All scene docks, carpenter or property shops, and wardrobes of every theatre hereafter built shall be separated from the stage, auditorium, and dressing-room divisions by solid brick walls not less than twelve inches thick, with no openings to the auditorium or dressing-room divisions; and all openings to the stage shall have tinned wood self-closing doors, securely hung to rabbets in the brickwork.

SECT. 102. All rooms in theatres for the use of persons employed therein shall have at least two independent exits. All stage gaslights shall be protected by proper nettings.

SECT. 103. There shall be one or more ventilators near the centre and above the highest portion of the stage of every theatre, equal in combined area of opening to one-tenth of the area of stage floor. Every such ventilator shall have a valve or louvre so counterbalanced as to open automatically, and shall be kept closed, when not in use, by a cord reaching to the prompter's desk, and readily operated therefrom. Such cord shall be of combustible material, and so arranged that if it is severed the ventilator will open automatically.

SECT. 104. There shall be at least two two-inch high-service standpipes on the stage of every theatre, with ample provision of hose and nozzles at each level of the stage on each side, and the water shall be kept turned on during the occupation of the building by any audience. The said pipes shall have two gates, one above the other, with a proper test or waste valve; the lower gate to be kept open at all times. The proscenium opening of every theatre shall be provided with a two and one-half inch perforated iron pipe or equivalent equipment of automatic or open sprinklers, as the inspector may direct, so constructed as to form when in operation a complete water curtain for the entire proscenium opening, and there shall be for the rest of the stage a complete system of fire apparatus and perforated iron pipes, automatic or open sprinklers. Said pipes or sprinklers shall be supplied with water by high-pressure service, and be at all times ready for use.

SECT. 105. Every hall, auditorium, or room of every building hereafter erected for or converted to use as a school-house, factory, theatre, or place of public assembly or entertainment shall have in continuous operation while occupied a system of ventilation so contrived as to provide fifty cubic feet per minute of outer air for each light other than an electric light for each occupant.

TENEMENT AND LODGING HOUSES.

SECT. 106. Every building in the city of Boston hereafter built, any portion of which is to be occupied above the second story by more than one family, shall be a first or second class building, and every building hereafter erected or enlarged, to be occupied as a lodging-house, a tenement-house, or dwelling-house, with a height of sixty-five feet above the cellar bottom, and every such building when the basement or first story is occupied for other than domestic

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purposes, shall have the basement and first story constructed in the manner provided for a first-class building in section twenty-three of this act.*

SECT. 107. The exterior walls of every building hereafter erected for or converted to use as a tenement or lodging house, and not having an exposure or an open space, street, court, or passageway more than twenty feet in width shall not exceed thirty feet in height.

SECT. 108. No building hereafter erected for or converted to use as a tenement or lodging house, and no building hereafter enlarged for said purposes, shall occupy above the level of the second floor more than three-fourths of the area of the lot measured to the middle line of the street or streets, or passageways, on which it abuts. Every such building shall have on at least two exposures, on land of the owner or as part of public ways, open spaces of at least ten feet in width, which spaces shall have an aggregate length of one foot for every twenty-five square feet of superficial area actually occupied by the building. Such spaces shall be open to the sky, and shall remain undiminished so long as the building is occupied as a tenement or lodging house.

SECT. 109. Every existing tenement or lodging house shall have in every sleeping-room, not communicating directly with the external air, two ventilating or transom windows of not less than six square feet area each, one opening into another room or passage having an external window of not less than six square feet area, with movable sashes. No transom window shall be placed in a partition wall enclosing a main stairway.

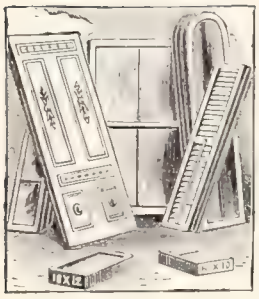
SECT. 110. Every room in every tenement or lodging house hereafter built, and in every building hereafter altered to be used as such, shall be not less than eight feet in height in the clear in every story, except that in the attic it may be less than eight feet high for one-half the area of the room. Every such room shall have one or more windows on an open-air space with an area at least one-tenth as great as that of the room. The top of at least one window on such air space in each room shall be at least seven feet six inches from the floor, and the upper sash of the same window shall be movable.

SECT. 111. No building of which any part is used for storage or sale of hay, straw, hemp, flax, shavings, burning-fluid, turpentine, camphene, or any inflammable oil or other highly combustible substance, shall be occupied in any part as a dwelling, tenement, or lodging house, except that rooms for coachmen or grooms may be allowed in private stables authorized by this act, upon special permit from the inspector.

SECT. 112. All receptacles for ashes, waste, and other substances, liable, by spontaneous combustion or otherwise, to cause a fire, shall be made of incombustible material satisfactory to the inspector. Every building used as a tenement or lodging house shall have outside and appurtenant to it a suitable space satisfactory to the inspector for the temporary deposit of garbage and other refuse matter.

SECT. 113. Every lodging-house containing over fifty rooms above the first floor, and every tenement-house containing more than fifty sleeping-rooms above the first floor, shall have at least one night watchman exclusively so employed on duty every night from nine o'clock at night until six o'clock in the morning; and every lodging-house of the second or third class containing more than one hundred rooms above the first floor, and every tenement-house containing more than one hundred sleeping-rooms above the first floor, shall have at

* Repealed March 7, 1895. See Chapter 97, Acts of 1895, Appendix. Chapter 413, Section 24, 1894.



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least two night watchmen, exclusively so employed on duty every night from nine o'clock at night until six o'clock in the morning. But in the latter class of lodging and tenement houses a proper system of thermostats, or automatic fire alarms, approved in writing by the inspector, may be substituted for one of the watchmen. In all lodging or tenement houses of either of the above classes a red light shall be kept burning at night at the head and foot of every flight of stairs, and one or more gongs shall be so placed, and be of such size and number, as to give the alarm throughout the house in case of fire; and in every sleeping-room there shall be conspicuously posted directions for escape in case of fire. The inspector may make such other or further requirements for prevention of and escape from fire as may be reasonably necessary under the conditions of each case. Any innholder who fails to comply with the provisions of this section shall thereby forfeit his license.

SECT. 114. Every dwelling, tenement, or lodging house, every school-house, and every building where operatives are employed, shall have at least one water-closet or privy, and at least one water-closet or privy for every twenty persons therein living, attending, or employed; and in buildings where operatives of both sexes are employed, separate accommodations shall be furnished for men and women. Privies or cesspools shall not be allowed where a sewer makes water-closets practicable. Every water-closet in every building hereafter erected for, or converted to use as, a tenement-house, family hotel, or apartment-house, shall have a window on the open air.

STABLES.

SECT. 115. No building, any part of which is within the limits or within forty feet of the property of an adjoining owner, shall be erected for or converted to use as a stable, without the consent of the mayor and aldermen after public hearing had, after written notice to the adjoining owners, and after public notice published at least three times, and at least ten days before the hearing, in at least two newspapers published in Boston.

GRAIN ELEVATORS, CHEMICAL MANUFACTORIES, ETC.

SECT. 116. No grain elevator, or building for the storing or manufacture of high combustibles or explosives, or for chemical or rendering works, shall be erected, and no engine, dynamo, boiler, or furnace, except exclusively for the heating of, or to raise elevators in, the building in which it is, shall be placed in any building without a permit issued under the provisions of the following sections.

SECT. 117. Every application for a permit required by section one hundred and sixteen shall be filed with the inspector in writing, and shall set forth the location and character of the building, the size, power, and purpose of the apparatus, with such further information as the inspector may require.

SECT. 118. Every such application shall be published in at least two daily papers published in Boston, and at least three days in each; and the applicant shall also, if so directed by the inspector, conspicuously post on the premises a copy of an application, and deliver copies thereof to such persons as the inspector may direct, and shall file an affidavit with the inspector that the notice required has been duly given. If no objection is filed with the inspector before the expiration of ten days from the time of the first publication of notice, or within ten days of the delivery and first posting of notice, if required, the inspector shall, if

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the arrangement, location, and construction of the proposed apparatus is proper, and in accordance with the terms of this act, issue a permit for the same. But if such objection is filed, the application shall be referred to the board of appeal, the chairman of the board of health, and the chairman of the fire commissioners, together sitting as a commission, or such members of said boards respectively as, in case of the absence or disability of the chairman, the standing members of the board of appeal, or their duly appointed substitutes, shall in each case appoint. The two members of said commission sitting with the board of appeal shall receive the same compensation as the members of that board.

SECT. 119. Said commissioners shall in each case cause due notice to be given to all parties of the time and place of hearing, and after hearing the parties shall authorize the inspector to issue a permit, under such conditions as may be prescribed by said commission, or to withhold the same. If the permit is refused, the applicant, and if it is granted, the objectors, shall pay such costs as the commission may determine.

PLUMBING.

SECT. 120. No person shall carry on the business of plumbing unless he is a plumber and shall have first registered his name and place of business in the office of the inspector of buildings; and notice of any change in the place of business of a registered plumber shall be immediately given to said inspector.

SECT. 121. Every plumber, before doing any work in a building, shall, except in the case of the repair of leaks, file at the office of the said inspector, upon blanks for that purpose, a notice of the work to be performed; and no such work shall be done in any building without the approval of said inspector.

SECT. 122. The plumbing of every building shall be separately and independently connected with the public sewer, when such sewer is provided, or with a proper and sufficient drain connected thereto outside of the building, and if a sewer is not accessible, with a proper cesspool.

SECT. 123. Pipes and other fixtures shall not be covered or concealed from view until approved by the inspector, who shall examine the same within two working days after notice that they are ready for inspection.

SECT. 124. Plumbing work shall not be used unless the same has first been tested in the presence of the inspector with the water test, or if that is not practicable, with the peppermint or other reliable test, and approved by him in writing.

SECT. 125. Drain and connecting ventilating pipes shall be of sufficient size, and made of cast iron or standard wrought iron within the building, and for a distance of at least ten feet outside, except that lead pipes may be used for short connections exposed to view.* Such pipes if of wrought iron, shall be of standard weight and strength, and if of cast iron, shall be of uniform thickness throughout, and shall have an average weight not less than that below specified, viz.:

2-inch pipe	$5\frac{1}{2}$ pounds per foot.
3-inch pipe	$9\frac{1}{2}$ pounds per foot.
4-inch pipe	13 pounds per foot.
5-inch pipe	17 pounds per foot.

* Chapter 297, Section 1, 1893.

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6-inch pipe	20 pounds per foot.
8-inch pipe	33½ pounds per foot.
10-inch pipe	45 pounds per foot.
12-inch pipe	54 pounds per foot.

Drain-pipes shall be properly secured by irons to walls, laid in trenches to uniform grade, or suspended to floor timbers by strong iron hangers. Every drain-pipe shall be supplied with a suitable trap, placed with an accessible clean-out, at or near the point where it leaves the building, and shall have a proper fall. Drain-pipes shall be carried above the roof open and undiminished in size, and to a sufficient height not less than two feet above the roof, and not less than five feet above the top of any window within fifteen feet. Changes in direction shall be made with curved pipes, and all connections with horizontal or vertical pipes shall be made with Y branches. All drain-pipes shall be exposed to sight where practicable within the building, and shall not be exposed to pressure where they pass through walls. Every part of every drain-pipe below a cellar floor shall be laid in a brick trench with a concrete base, and shall be accessible through sufficient unattached covers.

Sect. 126. Rain-water leaders when connected with soil or drain pipes shall be suitably trapped.

Sect. 127. Iron pipes used in plumbing shall, before being put in place, be first tested by the water or kerosene test, and then coated inside and out with coal-tar pitch, applied hot, or with paint, or with some equivalent substance.* Joints of wrought iron pipes shall be made by screwing the same into double heavy cast-iron fittings tapped with standard screw thread; joints of cast-iron pipes shall be made by thoroughly calking the same with molten lead; joints of lead pipes with iron pipes shall be made by soldering the same into brass ferrules, and calking the ferrules to cast-iron pipes or screwing them to wrought-iron pipes.

Sect. 128. The waste-pipe of each and every sink, basin, bath-tub, water-closet, slop-hopper, and of each set of trays or other fixtures, shall be furnished with a separate trap, which shall be placed as near as practicable to the fixture that it serves. Traps shall be protected from siphonage or air pressure by special cast-iron air-pipes of a size not less than the waste-pipes they serve placed outside or below the trap. Lead air-pipes may be used only where they are exposed to view. Air-pipes for water-closet traps shall be of two-inch bore if thirty feet or less in length, and of three-inch bore if more than thirty feet in length. Air-pipes shall be run as direct as practicable. Two or more air-pipes may be connected together or with a drain-pipe; but in every case of connection with a drain-pipe such connection shall be above the upper fixture of the building.

Sect. 129. Drip or overflow pipes, from safes under water-closets and other fixtures, or from tanks or cisterns, shall be run to some place in open sight, and in no case shall any such pipe be connected directly with a drain-pipe. No waste pipe from a refrigerator, or other receptacle in which provisions are stored, shall be connected with a drain-pipe or other waste-pipe.

Sect. 130. Every water-closet, or line of water-closets on the same floor, shall be supplied with water from a tank or cistern, and shall have a flushing-pipe of not less than one inch in diameter; but this requirement shall not apply to water-closets substituted for vaults, where

* Chapter 297, Section 2, 1893.

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the same are located outside of the building proper; and such water-closets may be arranged so as to receive their supply directly from the main, with proper fixtures approved by the inspector, the water board, and the board of health.

SECT. 131. Every privy-vault shall be of brick and cement, of a capacity not less than eighty cubic feet, of easy access, convenient to open and clean, and made tight. The inside shall be at least two feet from the next lot and from any public or private way.

SECT. 132. No steam-exhaust shall be connected with any public sewer or with any soil or waste pipe or drain which communicates with a public sewer.

SECT. 133. Water-pipes in exposed places shall be properly protected from frost.

SECT. 134. A grease-trap shall be constructed under the sink of every hotel, eating-house, restaurant, or public cooking establishment, so as to be easily accessible for inspection and cleaning.

SECT. 135. All ordinances and parts of ordinances of the city of Boston now in force relating to the building limits and the inspection and survey of buildings shall remain in force until amended or repealed by said city. Said city may, by ordinance, regulate the management and inspection of elevator hoistways and elevator shafts in said city. The officers of the department for the inspection of buildings of said city shall continue to hold office for the terms for which they were appointed, and until their successors are appointed in accordance with this act, unless sooner removed.

INJUNCTIONS.

SECT. 136. Any court having equity jurisdiction, in term time or vacation, may, on the application of the city of Boston, by its attorney, by any suitable process or decree in equity, enforce the provisions of this act, and may, on such application, issue an injunction to restrain the erection, alteration, use, or occupation of any building or structure in the city of Boston, erected, altered, maintained, or used in violation of this act.*

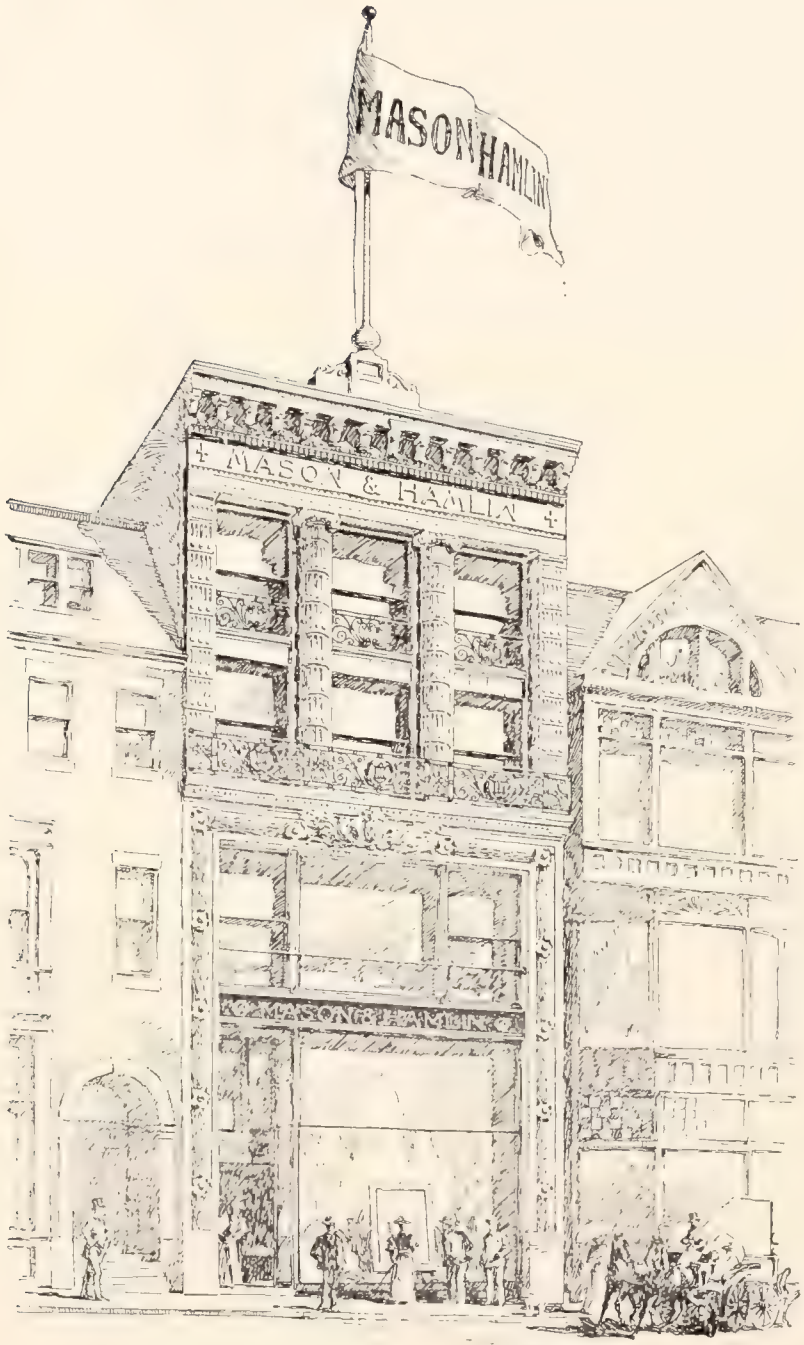
PENALTY.

SECT. 137. Any person who shall build or alter any wall, building or other structure, or part thereof, in violation of any provision of this act, or who shall, after twenty-four hours' notice from the inspector, maintain or use any such wall, building, or other structure, or part thereof, so built or altered, or shall violate any provision of this act, shall be punished by a fine not exceeding one thousand dollars, to be paid into the treasury of the city of Boston.

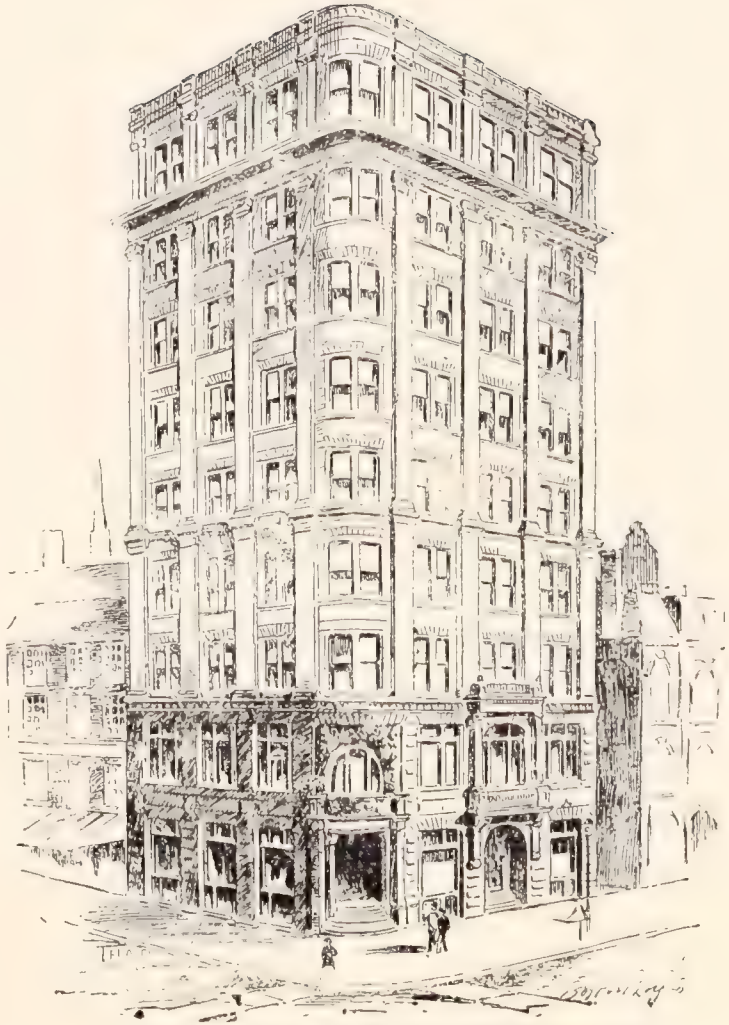
REPEALS.

SECT. 138. Sections forty to fifty-three inclusive of chapter one hundred and two of the Public Statutes are hereby repealed in so far as they relate to the city of Boston. Chapter one hundred and twenty-four of the acts of the year eighteen hundred and ten, chapter three hundred and sixty-nine of the acts of the year eighteen hundred and sixty-nine, chapter one hundred and ninety-two of the acts of the year eighteen hundred and seventy-eight, chapter two hundred and fifty-two of the acts of the year eighteen hundred and eighty-two, chapter one hundred and seventy-three and chapter two hundred and fifty-one of the acts of the year eighteen hundred and eighty-three, chapter two hundred and twenty-three of the acts of the year eighteen hundred and eighty-four, chapter three hundred and seventy-four of the acts of

* Chapter 170, Section 1, 1893.



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the year eighteen hundred and eighty-five, sections two, four, and five to ten inclusive of chapter three hundred and eighty-two of the acts of the same year, chapter three hundred and sixteen of the acts of the year eighteen hundred and eighty-eight, so far as it relates to the city of Boston, sections one to eight inclusive of chapter four hundred and twenty-six of the acts of the same year, so far as they relate to the city of Boston, and all acts and parts of acts inconsistent herewith, are hereby repealed All provisions of this act which are the same in effect as those hereinbefore repealed shall be construed as continuations and re-enactments, and in all such cases the provisions shall take effect as of the date when they were first enacted. No repeal hereby enacted shall have the effect of reviving any act or part of an act heretofore repealed.

Approved by Governor, June 16, 1892.

This act took effect July 16, 1892.

A.

CHAPTER 382, ACTS OF 1885.

This Act took effect June 19, 1885.

AN ACT IN RELATION TO THE PRESERVATION OF HEALTH IN BUILDINGS IN THE CITY OF BOSTON.

SECTION 1. Every building in the city of Boston used as a dwelling, tenement, or lodging house, or where persons are employed, shall have at all times such number of good and sufficient water-closets, earth-closets, or privies as the board of health of said city may determine; but the occupants of any two or more of any such buildings may use such closets or privies in common, provided the access is easy and direct; and said board shall not require more than one such closet or privy for every twenty persons.

SECT. 3. No building in the city of Boston shall be converted into, or used for a tenement or lodging house, unless, in addition to the other requirements of law, it conforms to the provisions of this act.

SECT. 11. Every such building shall have adequate chimneys running through every floor, with an open fireplace or grate, or place for a stove, properly connected with one of said chimneys, for every family and set of apartments; shall have proper conveniences and non-combustible receptacles for ashes and rubbish; shall have water furnished at one or more places in such house, or in the yard thereof, so that the same may be adequate and reasonably convenient for the use of the occupants thereof; and shall have the floor of the cellar properly cemented, so as to be water tight.

SECT. 12. Every such building used for a tenement or lodging house shall have suitable receptacles for garbage and other refuse matter, and shall not be used as a place of storage for any combustible article, or any article dangerous to life or detrimental to health; nor shall any horse, cow, calf, swine, pig, sheep, or goat be kept in said building.

SECT. 13. Every such building, and the yard, court, passage, area, and alleys, belonging to the same, shall be kept clean and free from any accumulation of dirt, filth, garbage, or other refuse matter, to the satisfaction of the board of health.

SECT. 14. The tenant of any lodging-house or tenement-house shall thoroughly cleanse all



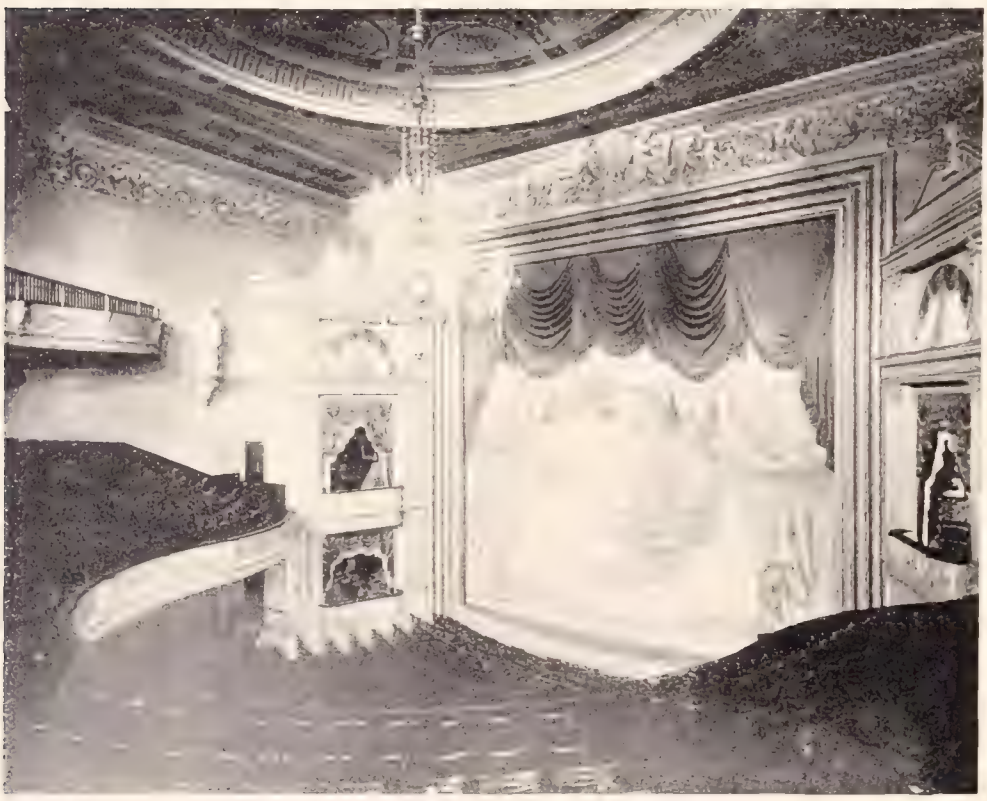
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Miss OLGA NETHERSOLE,
In a new play and repertoire.

"PALMER COX'S BROWNIES."

Mr. E. H. SOTHERN,
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Mr. JOHN DREW,
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Mr. NAT. C. GOODWIN,
In new Comedies.

Mr. PETER F. DAILEY,
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LYCEUM THEATRE STOCK CO.,
In their repertoire.

EMPIRE THEATRE STOCK CO.
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the rooms, floors, windows, and doors of the house, or part of the house, of which he is the tenant, to the satisfaction of the board of health; and the owner or lessee shall well and sufficiently, to the satisfaction of said board, whitewash or otherwise cleanse the walls and ceilings thereof once at least in every year in the months of April or May, and have the privies, drains, and cesspools kept in good order and the passages and stairs kept clean and in good condition.

SECT. 15. The owner, agent of the owner, and keeper of any lodging or tenement house, or part thereof, shall, when any person in such house is sick of fever, or of any infectious, pestilential, or contagious disease, and such sickness is known to such owner, agent, or keeper, give immediate notice thereof to the board of health, and thereupon said board shall cause the same to be inspected, and cleansed or disinfected at the expense of the owner, in such manner as they may deem necessary; and may also cause the blankets, bedding, and bedclothes used by any such sick person to be thoroughly cleansed, scoured, and fumigated, and, in extreme cases, to be destroyed.

SECT. 16. The halls on each floor of every such building shall open directly to the external air, with suitable windows, and shall have no room or other obstruction at the end, unless sufficient light and ventilation is otherwise provided for said halls in a manner approved by the board of health.

SECT. 17. No person shall, without a permit from the board of health, let or occupy, or suffer to be occupied, separately as a dwelling or place of lodging and sleeping, any cellar or underground room whatsoever, unless the same be in every part thereof at least seven feet in height, measured from the floor to the ceiling thereof; nor unless the same shall have been so let or occupied before the passage of this act, nor unless the same be for at least one foot of its height above the surface of the street or ground adjoining, or nearest to the same; nor unless there be, outside of and adjoining the said vault, cellar, or room, and extending along the entire frontage thereof, and upwards from six inches below the level of the floor thereof, up to the surface of the said street or ground, an open space of at least two feet and six inches wide in every part; nor unless the same be well and effectually drained by means of a drain, the uppermost part of which is one foot at least below the level of the floor of such vault, cellar, or room; nor unless there is a clear space of not less than one foot below the level of the floor, except where the same is cemented; nor unless there be appurtenant to such vault, cellar, or room the use of a water-closet or privy, kept and provided as in this act required; nor unless the same have an external window opening of at least nine superficial feet clear of the sash frame, in which window opening there shall be fitted a frame filled in with glazed sashes, at least four and a half superficial feet of which shall be made so as to open for the purpose of ventilation; *provided, however*, that in case of an inner or back vault, cellar, or room, let or occupied along with a front vault, cellar, or room, as a part of the same letting or occupation, it shall be a sufficient compliance with the provisions of this act if the front room is provided with a window as hereinbefore provided, and if the said back vault, cellar, or room is connected with the front vault, cellar, or room, by a door, and also by a proper ventilating or transom window, and, where practicable, also connected by a proper ventilating or transom window, or by some hall or passage, with the external air; *provided further*, that in any area adjoining a vault, cellar, or underground room, there may be steps necessary for access to

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such vault, cellar, or room, if the same be so placed as not to be over, across, or opposite to said external window, and so as to allow between every part of such steps and the external wall of such vault, cellar, or room a clear space of six inches at least, and if the rise of said steps is open; and *provided further*, that over or across any such area there may be steps necessary for access to any building above the vault, cellar, or room, to which such area adjoins, if the same be so placed as not to be over, across, or opposite to any such external window.

SECT. 18. The board of health shall have authority to make such other regulations as to cellars, and the ventilation and overcrowding of tenement and lodging houses and buildings where persons are employed, as they deem necessary, subject, however, to the laws relating to building in the city of Boston.

SECT. 19. Every owner and agent, or person having charge, of a tenement or lodging house shall leave his address with the board of health, and shall have legibly posted on the wall or in the entry of such tenement or lodging house the name and address of such owner and of the agent or person having charge of the same; and service upon parties whose address is out of the city, of any papers or notice required by this act, or any act relating to the preservation of health, or by any proceedings to enforce any of their provisions, shall be sufficient, if made by sending a copy of such paper or notice through the mail to the address of the person or persons so designated as owner, agent, or person having charge of such tenement or lodging house; and service upon parties whose address is in the city, by leaving such copy at said address.

SECT. 20. Every officer of the board of health, and every officer upon whom any duty or authority is conferred, shall have free access to every part of any lodging or tenement house, when required, in the proper execution of the duties of his office.

SECT. 21. Any court having equity jurisdiction, in term time or vacation, may, on the application of the board of health, by any suitable process of decree in equity, enforce the provisions of this act, and may, on such application, issue an injunction to restrain the use or occupation of any building or structure in the city of Boston, erected, altered, or used in violation of this act.

SECT. 22. Any person violating any provision of this act shall be punished by a fine not exceeding one hundred dollars, or by confinement in the house of correction not exceeding sixty days, unless another penalty is specifically provided herein.

SECT. 23. Every member of said board of health, and every inspector acting under said board, shall before entering upon the duties of his office take and subscribe an oath before the city clerk of said city that he will faithfully and impartially discharge such duties, and the city clerk shall make and keep a record of such oath. Every member of said board and every such inspector who enters upon or discharges such duties without having taken and subscribed such oath shall be liable to a penalty of one hundred dollars; but such omission shall not render invalid any act or proceeding of such board.

B.

CHAPTER 348, ACTS OF 1887.

AN ACT RELATING TO FENCES AND OTHER STRUCTURES ERECTED TO ANNOY, AND FOR THE ABATEMENT OF NUISANCES.

Be it enacted, etc., as follows:

SECTION 1. Any fence or other structure in the nature of a fence, unnecessarily exceeding

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six feet in height, maliciously erected or maintained for the purpose of annoying the owners or occupants of adjoining property, shall be deemed a private nuisance.

SECT. 2. Any such owner or occupant, injured either in his comfort or the enjoyment of his estate by such nuisance, may have an action of tort for the damage sustained thereby, and the provisions of chapter one hundred and eighty of the Public Statutes concerning actions for private nuisances shall be applicable thereto.

Approved June 2, 1887.

C.

CHAPTER 89, ACTS OF 1889.

AN ACT RELATING TO THE USE OF BUILDINGS IN THE CITY OF BOSTON FOR STABLES.

Be it enacted, etc., as follows:

SECTION 1. No person shall hereafter occupy or use any building in the city of Boston for a stable unless first authorized thereto by the board of health of said city, and in such case only to the extent so authorized; *provided*, that this act shall not prevent any such occupation and use authorized by law at the time of the passage of this act, to the extent so authorized.

SECT. 2. Any person violating any provision of this act shall be liable to a fine not exceeding five dollars for each and every day that such violation continues, and any court having jurisdiction in equity may restrain such use and occupation.

SECT. 3. Chapter three hundred and sixty-nine of the acts of the year eighteen hundred and sixty-nine, chapter one hundred and ninety-two of the acts of the year eighteen hundred and seventy-eight, and all acts and parts of acts inconsistent herewith are hereby repealed.

SECT. 4. This act shall take effect upon its passage.

Approved March 8, 1889.

D.

CHAPTER 129, ACTS OF 1889.

AN ACT RELATING TO BUILDINGS IN THE PUBLIC PARKS OF THE CITY OF BOSTON.

Be it enacted, etc., as follows:

SECTION 1. The park commissioners of the city of Boston may erect in the parks of said city that now are or hereafter may be under their control, except the common, public garden, and public squares, structures for the shelter and refreshment of persons frequenting such parks and for other park purposes, of such materials and in such places as in the opinion of the fire commissioners of said city do not endanger buildings beyond the limits of the park. Section sixteen of chapter fifty-four of the Public Statutes and chapter three hundred and seventy-four of the acts of the year eighteen hundred and eighty-five shall not apply to such buildings.

SECT. 2. This act shall take effect upon its passage.

Approved March 19, 1889.

E.

SECTION 9, CHAPTER 323, OF 1891.

AS AMENDED BY SECTION 4, CHAPTER 418, ACTS OF 1892.

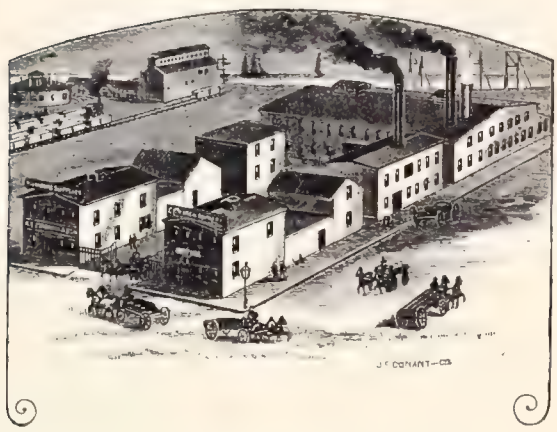
SECTION 9. If any building shall hereafter be placed or erected in said city at a grade

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other than the grade therefor, recorded in the office of the city surveyor, and which the city surveyor shall furnish on the request of the owner of the land on which the building is to be placed, or if any building shall be placed or erected within the boundaries of any way shown on any of the plans hereinbefore provided for, after the filing of the plan as aforesaid, and not removed at the expense of the owner when required by said board of street commissioners, no damage occasioned to the estate, of which the land on which the building was so placed formed a part at the date of the first advertisement of the first notice given by said board, relating to the plan on which any part of said estate is shown, or to any part of said estate, by any subsequent establishment of any grade of any highway or by any subsequent change of any grade of any highway, shall be recovered, or be paid to the owner of the whole or of any part of such estate.

SECT. 11. This act shall take effect upon its passage.

Approved June 16, 1892.

F.

CHAPTER 293.

AN ACT RELATING TO THE CONSTRUCTION, MAINTENANCE, AND INSPECTION OF BUILDINGS IN THE CITY OF BOSTON.

Be it enacted, etc., as follows:

SECTION 1. No building two stories or more in height, hereafter erected in the city of Boston, and no such building in said city not used at the passage of this act as a school-house, church, theatre, public building, hall, place of assembly or public resort, tenement-house, boarding-house, or lodging-house, or as a factory or workshop where ten or more persons are employed, or used above the second story as a dwelling by two or more families, shall be used for any of said purposes unless such building is provided with at least two independent and sufficient ways of egress. One of said ways of egress shall consist of a flight of stairs extending from the lowest to the highest floor, made of fire-proof material and enclosed in brick walls, with the enclosed space or stairway provided with a ventilating skylight which can be opened and closed from every floor, and having no opening other than for said skylight, and for doors from apartments and corridors. The other way of egress shall be a flight of stairs approved by the inspector of buildings, and may project over a public way. Every way of egress from every such building shall be kept in good repair and unobstructed.

SECT. 2. Section eighty-two of chapter four hundred and nineteen of the acts of the year eighteen hundred and ninety-two is hereby repealed.

SECT. 3. This act shall take effect upon its passage.

Approved May 3, 1893.

G.

CHAPTER 312.

AN ACT RELATING TO THE REPAIR OF PRIVATE DRAINS IN STREETS OR WAYS.

Be it enacted, etc., as follows:

SECTION 1. Every owner of an estate which drains into a private drain in a public or private street or way, who shall neglect to put such drain in good repair and condition for ten days after being notified by the board of health of the city or town that the drain is out of

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repair and condition, shall be liable to a fine not exceeding twenty dollars for every day that such neglect continues after the expiration of said ten days.

SECT. 2. This act shall take effect in any city when accepted by the city council thereof, and in any town when accepted by a majority vote of the voters of such town present and voting at a meeting of said town duly called for that purpose.

Approved May 4, 1893.

H.

CHAPTER 455 OF THE ACTS OF 1894.

AN ACT RELATIVE TO THE LICENSING OF PLUMBERS AND THE SUPERVISION OF THE BUSINESS OF PLUMBING.

Be it enacted, etc., as follows:

SECTION 1. No person, firm, or corporation shall engage in or work at the business of plumbing, either as a master or employing plumber, or as a journeyman plumber, unless such person, firm, or corporation has received a license or certificate therefor in accordance with the provisions of this act. The words "practical plumber," as used in this act, shall be deemed to mean a person who has learned the business of plumbing, by working for at least two years either as an apprentice or under a verbal agreement for instruction, and who has then worked for at least one year as a first-class journeyman plumber. The word "journeyman," as used in this act, shall be deemed to mean one who personally does any work in plumbing which is subject to inspection, under chapter four hundred and nineteen of the acts of the year eighteen hundred and ninety-two, or under any ordinance, by-law, rule, or regulation made under the authority of this act.

SECT. 2. Any person not engaged in or working at the business of plumbing prior to the tenth day of July in the year eighteen hundred and ninety-three, and desiring to engage in or work at said business, either as a master or employing plumber, or as a journeyman plumber, shall apply to the board of health having jurisdiction in the locality where he intends to engage in or work at said business, except in cities or towns where the inspector of buildings has control of the enforcement of the regulations regarding plumbing, where such application shall be made to the inspector of buildings, and shall, at such time and place as may be designated by the board of examiners hereinafter provided for, to whom such applications shall be referred, be examined as to his qualifications for such business. On or before the first day of September in the year eighteen hundred and ninety-four every master or employing plumber, and every journeyman plumber, engaged in or working at the business of plumbing in this Commonwealth prior to the tenth day of July in the year eighteen hundred and ninety-three, and desiring to engage in or work at said business in any city or town where licenses for plumbers are required, shall personally register his name and address at the office of the board of health or of the inspector of buildings to whom applications for licenses are to be made in such city or town, and state after being sworn where and how long he has been engaged in or has worked at said business and whether as a master or employing plumber, or as a journeyman plumber. Said board of health or inspector of buildings, if satisfied that the person so registering was actually engaged in or working at said buisness prior to said date shall thereupon issue to him a certificate, setting forth that he was engaged in or working at

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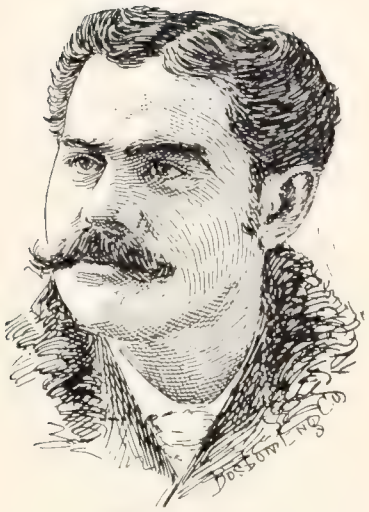
the business of plumbing either as a master or employing plumber, or as a journeyman plumber, as the case may be, prior to the tenth day of July in the year eighteen hundred and ninety-three, and authorizing him to engage in or work at said business, either as a master or employing plumber, or as a journeyman plumber. The fee for a certificate for a master or employing plumber shall be two dollars; for a journeyman plumber it shall be fifty cents. Said certificates shall be valid and have force throughout the Commonwealth. In the case of a firm or corporation the examination and licensing of, or the registration of and granting a certificate to, any one member of the firm or the manager of the corporation shall satisfy the requirements of this act.

SECT. 3. There shall be in every city, and in each town of five thousand inhabitants or more, and in each town having a system of water supply or sewerage, a board of examiners of plumbers, consisting of the chairman or such other member of the board of health as said board may designate, and in cities or towns having an inspector of buildings, the inspector of buildings of said city or town, who shall be members *ex officio* of said board and serve without compensation, and a third member, who shall be a practical plumber of at least five years' continued practical experience either as a master or as a journeyman during the years next preceding the date of appointment. Said third member shall be appointed by the board of health of said city or town within three months from the passage of this act, for the term of one year from the first day of May in the year of appointment, and thereafter annually before the first day of June, and shall be allowed a sum not exceeding five dollars for each day of actual service, to be paid from the treasury of said city or town: *provided*, that if in any city or town there is no inspector of buildings, said board of health shall also appoint the second member of said board of examiners, whose term of office and compensation shall be the same as is heretofore provided for said third member.

SECT. 4. Said board of examiners shall, as soon as may be after the appointment of said third member, meet and organize by the selection of a chairman, and shall then designate the times and places for the examination of all applicants desiring to engage in or work at the business of plumbing within their respective jurisdictions. Said board shall examine said applicants as to their practical knowledge of plumbing, house drainage and plumbing ventilation, and shall submit the applicant to some satisfactory form of practical test, and if satisfied of the competency of the applicant shall so certify to the board of health or inspector of buildings in their respective city or town. Said board or inspector shall thereupon issue a license to such applicant, authorizing him to engage in or work at the business of plumbing, either as a master or employing plumber, or as a journeyman plumber. The fee for a license for a master or employing plumber shall be two dollars; for a journeyman plumber it shall be fifty cents. Said licenses shall be valid and have force throughout the Commonwealth, and shall be renewed annually upon a payment of a fee of fifty cents. In case of removal beyond the jurisdiction of the board or inspector issuing the original license it may be renewed by any board having like authority.

SECT. 5. The board of health, or inspector of buildings where such inspector has control of the enforcement of the regulations regarding plumbing, of each city and town mentioned in section three of this act, shall, within three months from the passage of this act, appoint one or more inspectors of plumbing, who shall be practical plumbers of at least five years'

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continued practical experience, either as masters or as journeymen, during the years next preceding the date of appointment, and who shall hold office until removed by said board or inspector for cause, which must be shown. All such inspectors shall before appointment be subjected to an examination before the civil service commission. The compensation of such inspectors shall be determined by the board or inspector appointing them, subject to the approval of the city council or selectmen, and shall be paid from the treasury of their respective cities or towns. Said inspectors shall inspect all plumbing work for which permits are hereafter granted within their respective jurisdiction, in process of construction, alteration, or repair, and shall report to said board or inspector all violations of any law, ordinance, by-law, rule, or regulation relating to plumbing work; and also perform such other appropriate duties as may be required. The approval of any plumbing by any other inspectors than those provided for under this act shall not be deemed a compliance with the provisions thereof.

SECT. 6. No inspector of plumbing in any city or town shall inspect or approve any plumbing work done by himself, or any person by whom he is employed, or who is employed by or with him, but in each city or town subject to the provisions of this act the board of health shall appoint an additional inspector of plumbing, in the same manner and subject to the same qualifications as the regular inspector of plumbing, whose duty it shall be to inspect, in the manner prescribed in this act, plumbing work done by the regular inspector or any person by whom he is employed, or who is employed by or with him. Said additional inspector shall have authority to act in case of the absence or inability of the regular inspector, and shall receive for his services such compensation as the regular inspector would for a like duty. The provisions of this section shall not apply to any city or town which has heretofore established or may hereafter establish an annual salary for the position of inspector of plumbing, and in any such city or town no inspector of plumbing shall engage in or work at the business of plumbing.

SECT. 7. Each city or town of five thousand inhabitants or more, and every town having a system of water supply or sewerage, shall by ordinance or by-law, within six months from the passage of this act, prescribe rules and regulations for the materials, construction, alteration, and inspection of all pipes, tanks, faucets, valves, and other fixtures by and through which waste water or sewage is used and carried; and provide that no such pipes, tanks, faucets, valves, or other fixtures shall be placed in any building in such city or town except in accordance with plans which shall be approved by the board of health of such city or town, or the inspector of buildings, where such inspector has control of the enforcements of the regulations regarding plumbing; and shall further provide that no plumbing work shall be done, except in the case of repair of leaks, without a permit being first issued therefor, upon such terms and conditions as such cities or towns shall prescribe. But nothing in this section shall prevent boards of health from making such rules and regulations in regard to plumbing and house drainage hitherto authorized by law, which are not inconsistent with any ordinance or by-law made under the authority of this section by the respective cities or towns within which such boards of health have jurisdiction. The provisions of this section shall not apply to the city of Boston or to any officer or board thereof.

SECT. 8. Any person violating any provision of this act, or any ordinance, by-law, rule, or regulation made thereunder, shall be deemed guilty of a misdemeanor, and be subject to a fine



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not exceeding fifty dollars for each and every violation thereof, and if such person has received a license under this act his license may be revoked by the board or inspector issuing the same; and if such violation was committed in a city or town other than that where he received his license, the board of health or inspector of buildings having jurisdiction may forbid him to engage in or work at the business of plumbing for a period not exceeding one year in the city or town where the violation was committed. If any person to whom a certificate has been issued under this act violate any provision thereof, or any ordinance, by-law, rule, or regulation made thereunder, either the board of health or inspector of buildings issuing his certificate, or the board of health or inspector of buildings having jurisdiction where such violation was committed, may forbid him to engage in or work at the business of plumbing in such city or town for a period not exceeding one year. Any person engaging in or working at the business of plumbing in any city or town where he has been forbidden so to do under this section shall be deemed guilty of a misdemeanor, and be subject to a fine not exceeding one hundred dollars for every such offence. Any city or town mentioned in section three of this act refusing to comply with any of the provisions of this act shall forfeit the sum of fifty dollars to the use of the Commonwealth for every month during which such neglect may continue.

SECT. 9. The provisions of this act shall apply to all persons who are now or may be hereafter learning the business of plumbing, when they are sent out to do the work of a journeyman plumber.

SECT. 10. Any person now holding an appointment as inspector of plumbing may retain his position, and, without further examination, be deemed to have been appointed under this act.

SECT. 11. The boards of health and inspectors of buildings hereinbefore mentioned may expend such portion of all fees collected by them under this act as shall become necessary to properly perform all duties imposed by the passage of this act. The said boards or inspectors shall annually, before the first day of June, make a full report in detail to their respective cities or towns of all their proceedings during the year under this act.

SECT. 12. All acts or parts of acts inconsistent herewith are hereby repealed. The provisions of this act so far as they are the same as those of chapter four hundred and seventy-seven of the acts of the year eighteen hundred and ninety-three shall be construed as a continuation of that chapter and not as new enactments.

Approved June 6, 1894.

I.

CHAPTER 462 OF ACTS OF 1893.

AN ACT TO AUTHORIZE THE ESTABLISHMENT OF A BUILDING-LINE ON PUBLIC WAYS.

Be it enacted, etc., as follows:

SECTION 1. The board or officers having authority to lay out city or town ways may, in the manner prescribed by law for giving notice of an intention to lay out any such way, give notice of an intention to establish a building-line parallel to, and not more than twenty-five feet distant from, any exterior line of a highway or city or town way, and after said notice may pass a vote establishing such building-line, and in the case of a city, upon the recording of said vote in the records of the city, or in a town, upon the acceptance of said vote by the

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inhabitants of the town at a town-meeting called as provided by law, said building-line shall be established; and until another building-line shall thereafter be established in the same manner, no structure shall thereafter be erected, placed, or maintained between such building-line and such way, except that steps, windows, porticos, and such usual projections appurtenant to the front wall of a building, may be allowed in such restricted space, to the extent prescribed in the vote establishing such building-line.

SECT. 2. Any person sustaining damage by reason of the establishment of such building-line shall have the same remedies for obtaining payment therefor as may be prescribed by law for obtaining payment for damages sustained by the laying out of a highway in such city town.

SECT. 3. This act shall take effect in any city when accepted by the city council and in any town when accepted by a majority of the legal voters thereof present voting thereon at a town-meeting called for that purpose.

Approved 1893.

J.

CHAPTER 257 OF ACTS OF 1894.

AN ACT RELATING TO THE ERECTION OR ALTERATION OF STRUCTURES IN THE CITY OF BOSTON.

Be it enacted, etc., as follows:

SECTION 1. The supreme judicial court, or any justice thereof, and the superior court, or any justice thereof, in term time or vacation, shall, on the application of the city of Boston by its attorney, have jurisdiction in equity to enforce or prevent the violation of the provisions of the acts relating to the erection or alteration of buildings or other structures in the city of Boston, and may, on such application, restrain the erection, alteration, use, or occupation of any such building or structure which is being or has been erected or altered in violation of any of the provisions of said acts.

SECT. 2. This act shall take effect upon its passage.

Approved April 16, 1894.

K.

CHAPTER 337 OF ACTS OF 1894.

AN ACT RELATIVE TO FIRE-ESCAPES IN SCHOOL-HOUSES.

Be it enacted, etc., as follows:

In case a school-house situated in any city has not been provided with a safe and proper way of egress or other means of escape from fire, as required by chapter four hundred and twenty-six of the acts of the year eighteen hundred and eighty-eight, within six months after the written notice therein provided for, the mayor of such city, for the purpose of carrying out the provisions of said act, may, upon petition of one hundred citizens or taxpayers in said city, authorize the expenditure upon any such school-house of not exceeding fifteen per cent. of the cost thereof, payable from any moneys in the treasury of said city not otherwise appropriated.

SECTS. 1 TO 8, inclusive, so far as they relate to Boston, of Chapter 426 of 1888, repealed by section 138, chapter 419, 1892. Passed June 16, 1892.

Approved May 4, 1894.

ADAMS HOUSE,



BOSTON.

L.

CHAPTER 341 OF ACTS OF 1894.

AN ACT FOR THE BETTER PROTECTION OF HUMAN LIFE IN LODGING-HOUSES IN CASE OF FIRE.

Be it enacted, etc., as follows:

SECTION 1. Every owner, lessee, proprietor, or manager of a lodging-house containing ten or more rooms above the second story shall, on or before the first day of October in the year eighteen hundred and ninety-four, place or cause to be placed, a knotted rope or other better appliance for use as a fire-escape, in every room in said lodging-house used as a lodging-room, except rooms on the ground floor. Such rope or other better appliance shall be securely fastened, coiled, and exposed, and shall contain knots and a loop, and shall conform in size and length and in all other respects to the requirements of section one of chapter three hundred and seven of the acts of the year eighteen hundred and ninety.

SECT. 2. The provisions of sections two and three of said chapter three hundred and seven shall be applicable to the provisions of section one of this act.

Approved May 4, 1894.

M.

CHAPTER 414 OF ACTS OF 1894.

AN ACT TO REGULATE PUBLIC LODGING-HOUSES IN THE CITY OF BOSTON.

Be it enacted, etc., as follows:

SECTION 1. Every building in the city of Boston not licensed as an inn, in which ten or more persons are lodged for a price for a single night of twenty-five cents or less for each person, shall be deemed a public lodging-house within the meaning of this act.

SECT. 2. The board of police for said city may license persons to keep public lodging-houses in said city. No fee shall be charged for such license, and it shall expire on the thirtieth day of April next after the granting of the same. Every such license shall specify the street or other place, and the number of the building, or give some other particular description thereof, where the licensee shall exercise his employment; and the license shall not protect a person exercising his employment in any other place than that so specified.

SECT. 3. No such license shall be granted until the inspector of buildings of said city has certified that the building is provided with sufficient means to escape in case of fire, and that suitable appliances are provided for extinguishing fires and for giving alarm to the inmates in case of fire; and said inspector may from time to time require such alterations to be made or such additional appliances to be provided as may in his judgment be necessary for the protection of life and property in case of fire.

SECT. 4. No such license shall be granted until the board of health has certified that the building is provided with a sufficient number of water-closets and urinals, and with good and sufficient means of ventilation; and said board may from time to time require the licensee to thoroughly cleanse and disinfect all parts of said building and the furniture therein, to the satisfaction of said board.

SECT. 5. In every public lodging-house a register shall be kept in which shall be entered the name and address of each lodger, together with the time of his arrival and departure, and such register shall at all times be open to the inspection of the police.

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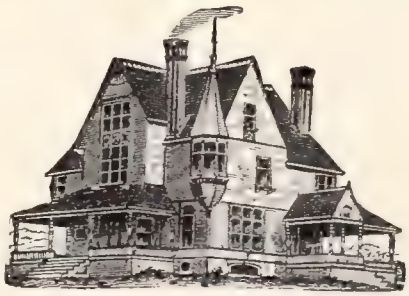
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SECT. 6. The keeper of every public lodging-house shall at all times when required by any officer of the building department, the health department, or the police department, give him free access to said house or any part thereof.

SECT. 7. Whoever presumes to keep a public lodging-house, or is concerned or in any way interested therein, without being duly licensed as hereinbefore provided, shall be punished by fine not exceeding one hundred dollars; and any keeper of a public lodging-house who violates any of the provisions of this act shall be punished by a fine of one hundred dollars, and the licensing board shall immediately revoke his license.

SECT. 8. This act shall take effect upon its passage.

Approved May 19, 1894.

N.

CHAPTER 399 OF ACTS OF 1894.

AN ACT CONCERNING THE STORAGE OF PETROLEUM OR ANY OF ITS PRODUCTS, AND THE ERECTION AND USE OF BUILDINGS THEREFOR.

Be it enacted, etc., as follows:

SECTION 1. No building for the storage, keeping, manufacture or refining of crude petroleum, or any of its products, shall be erected in any city or town unless the mayor and aldermen or selectmen thereof have granted a license therefor, prescribing the place where such building shall be erected, and the particular location, materials, and construction thereof, with such regulations as to the height of chimneys, dimensions of building, and protection against fire as they deem necessary for the safety of the neighborhood; and no building heretofore erected and not now used for the storage, keeping, manufacture, or refining of crude petroleum, or any of its products, shall be hereafter used for any of said purposes in any city or town, unless the mayor and aldermen or selectmen thereof have granted a license therefor, with such regulations as to the height of chimneys and protection against fire as they deem necessary for the safety of the neighborhood.

SECT. 2. Any license, as hereinbefore provided for, may be granted on a written application, and shall be recorded in the records of the city or town. Upon application for such license the mayor and aldermen or selectmen shall assign a time and place for the consideration of the same, and cause at least fourteen days' public notice thereof to be given at the expense of the applicant, in such manner as they may direct, in order that all persons interested may be heard thereon.

SECT. 3. Any person, firm, or corporation engaged in the business of, or using a building for, the storage, keeping, manufacture, or refining of crude petroleum, or any of its products, in any city or town, shall conform to such regulations as to the height of chimneys and protection against fire as the mayor and aldermen or selectmen of such city or town shall deem necessary for the safety of the neighborhood; but no regulations which the mayor and aldermen or selectmen have not now authority to impose shall be imposed upon or apply to a building or premises now and heretofore used for the business aforesaid.

SECT. 4. Any person erecting, occupying, or using a building, or occupying or using a building erected, in violation of the provisions of this act, or of any license or regulations granted or made as hereinbefore provided, shall be punished by fine not exceeding one hundred

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dollars, or by imprisonment in the jail or house of correction not exceeding one month, or by both, in the discretion of the court.

SECT. 5. The supreme judicial court, or a justice thereof, or the superior court, or a justice thereof, in term time or vacation, may, by injunction or other suitable process in equity, restrain the erection, occupation, or use of a building, or the occupation or use of a building erected, in violation of the provisions of this act, or of any license or regulations granted or made as hereinbefore provided.

SECT. 6. This act shall take effect upon its passage.

Approved May 18, 1894.

O.

CHAPTER 444 OF ACTS OF 1894.

SECTION 5. The fire marshal, the fire commissioners of the city of Boston, the board of fire engineers in all towns and cities where such board is established, and the mayor and aldermen in cities and the selectmen in towns where no board of fire engineers exists, shall have the right at all reasonable hours, for the purposes of examination, to enter into and upon all buildings and premises within their jurisdiction. Whenever any of said officers shall find in any building or upon any premises combustible material or inflammable conditions dangerous to the safety of such buildings or premises they shall order the same to be removed or remedied, and such order shall be forthwith complied with by the owner or occupant of said building or premises: *provided, however*, that if the said owner or occupant shall deem himself aggrieved by such order he may, within twenty-four hours, appeal to the fire marshal, and the cause of the complaint shall be at once investigated by the direction of the latter, and unless by his authority the order of the board above named is revoked, such order shall remain in force and be forthwith complied with by said owner or occupant. The fire marshal, fire commissioner, fire engineers, mayor, and aldermen, or selectmen, as aforesaid shall make an immediate investigation as to the presence of combustible material or the existence of inflammable conditions in any building or upon any premises under their jurisdiction, upon complaint of any person having an interest in said buildings or premises or property adjacent thereto. Any owner or occupant of buildings or premises, failing to comply with the orders of the authorities above specified, shall be punished by a fine of not less than ten dollars nor more than fifty dollars for each day's neglect.

P.

CHAPTER 90, ACTS OF 1890.

AN ACT IN RELATION TO THE EMPLOYMENT OF CUSTODIANS OF ELEVATORS.

Be it enacted, etc., as follows:

SECTION 1. No person, firm or corporation shall employ or permit any person under fifteen years of age to have the care, custody, management or operation of any elevator, or shall employ or permit any person under eighteen years of age to have the care, custody, management or operation of any elevator running at a speed of over two hundred feet a minute.

SECT. 2. Whoever violates the provisions of this act shall forfeit a sum not less than twenty-five dollars nor more than one hundred dollars for each offence.

Approved March 13, 1890.

C. BOULTENHOUSE,

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—AND—

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TIMOTHY DESMOND,

Architect and Builder,

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Q.

CHAPTER 337, ACTS OF 1894.

AN ACT RELATIVE TO FIRE ESCAPES IN SCHOOLHOUSES.

Be it enacted, etc., as follows:

In case a schoolhouse situated in any city has not been provided with a safe and proper way of egress or other means of escape from fire, as required by chapter four hundred and twenty-six of the acts of the year eighteen hundred and eighty-eight, within six months after the written notice therein provided for, the mayor of such city, for the purpose of carrying out the provisions of said act, may, upon petition of one hundred citizens or taxpayers in said city, authorize the expenditure upon any such schoolhouse of not exceeding fifteen per cent. of the cost thereof, payable from any moneys in the treasury of said city not otherwise oppropriated.

Approved May 4, 1894.

R.

CHAPTER 399, ACTS OF 1894.

AN ACT CONCERNING THE STORAGE OF PETROLEUM OR ANY OF ITS PRODUCTS AND THE ERECTION AND USE OF BUILDINGS THEREFOR.

Be it enacted, etc., as follows:

SECTION 1. No building for the storage, keeping, manufacture or refining of crude petroleum, or any of its products, shall be erected in any city or town unless the mayor and aldermen or selectmen thereof have granted a license therefor, prescribing the place where such building shall be erected, and the particular location, materials and construction thereof, with such regulations as to the height of chimneys, dimensions of building and protection against fire as they deem necessary for the safety of the neighborhood; and no building heretofore erected and not now used for the storage, keeping, manufacture or refining of crude petroleum, or any of its products, shall be hereafter used for any of said purposes in any city or town, unless the mayor and aldermen or selectmen thereof have granted a license therefor, with such regulations as to the height of chimneys and protection against fire as they deem necessary for the safety of the neighborhood.

SECT. 2. Any license, as hereinbefore provided for, may be granted on a written application, and shall be recorded in the records of the city or town. Upon application for such license the mayor and aldermen and selectmen shall assign a time and place for the consideration of the same, and cause at least fourteen days' public notice thereof to be given at the expense of the applicant, in such manner as they may direct, in order that all persons interested may be heard thereon.

SECT. 3. Any person, firm or corporation engaged in the business of, or using a building for, the storage, keeping, manufacture or refining of crude petroleum, or any of its products, in any city or town shall conform to such regulations as to the height of chimneys and protection against fire as the mayor and aldermen or selectmen of such city or town shall deem necessary for the safety of the neighborhood; but no regulations which the mayor and aldermen or selectmen have not now authority to impose shall be imposed upon or apply to a building or premises now and heretofore used for the business aforesaid.

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Or No. 3 Dorr St.,

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SECT. 4. Any person erecting, occupying or using a building, or occupying or using a building erected, in violation of the provisions of this act, or of any license or regulations granted or made as hereinbefore provided, shall be punished by fine not exceeding one hundred dollars, or by imprisonment in the jail or house of correction not exceeding one month, or by both, in the discretion of the court.

SECT. 5. The supreme judicial court, or a justice thereof, or the superior court, or a justice thereof, in term time or vacation, may, by injunction or other suitable process in equity, restrain the erection, occupation or use of a building, or the occupation or use of a building erected, in violation of the provisions of this act, or of any license or regulations granted or made as hereinbefore provided.

SECT. 6. This act shall take effect upon passage.

Approved May 18, 1894.

S.

CHAPTER 481, ACTS OF 1894.

AN ACT IN RELATION TO THE INSPECTION DEPARTMENTS OF THE DISTRICT POLICE AND THE INSPECTION OF BUILDINGS.

Be it enacted, etc., as follows:

SECTION 44. Every owner, lessee, proprietor or manager of a hotel situated in this Commonwealth, which is not otherwise suitably provided with fire escapes for the protection of human life in case of fire, or of a lodging house containing ten or more rooms above the second story, shall place or cause to be placed a knotted rope or other better appliance for use as a fire escape in every room of said hotel used as lodging room, except rooms on the ground floor, which knotted rope or other better appliance shall be securely fastened at one end of it to a suitable iron hook or eye to be securely screwed into one of the joists or timbers next adjoining the frame of the window, or one of the windows of said room at least five feet from the floor, which rope shall be at all times kept coiled and exposed to the plain view of any occupant of said room; the coil to be fastened in such manner as to be easily and quickly loosened and uncoiled; such rope shall contain knots not more than eighteen inches apart, and a loop on the end at least three inches in length, and shall not be less than one-half inch in diameter and of sufficient length to reach from such window to the ground. Such rope, iron hook or eye and fastenings shall be of sufficient strength to sustain a weight of four hundred pounds, and there shall be plain directions how to use such rope or other better appliance printed and posted within six inches of the hook or eye to which the rope is fastened.

SECT. 45. It shall be the duty of the inspector of buildings of every city or town in the Commonwealth, or if there is no such officer, of the chief engineer of the fire department of every city or town in the Commonwealth, in the month of May of each year to inspect every room of every hotel and lodging house of ten or more rooms above the second story, in the city or town in which he is performing the duty of inspector of buildings, or of chief engineer, and to ascertain if the provisions of this act are complied with, and to report the condition of the rope or other better appliance to the chief of the district police.

SECT. 58. Any person violating the provisions of sections forty-four and forty-five of this act as to fire ropes in hotels shall be punished by a fine of not more than five hundred dollars,



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or by imprisonment in the county jail or house of correction for not more than six months, or by both such fine and imprisonment.

SECT. 63. Section eleven of chapter one hundred and three, and sections one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve, thirteen and fourteen, twenty-one, twenty-two and twenty-four of chapter one hundred and four of the Public Statutes; chapters two-hundred and eight and two hundred and sixty-six of the acts of the year eighteen hundred and eighty-two; chapter one hundred and seventy-three of the acts of the year eighteen hundred and eighty-three; chapter fifty-two of the acts of the year eighteen hundred and eighty-four; chapters one hundred and seventy-three and two hundred and sixty of the acts of the year eighteen hundred and eighty-six; chapters one hundred and thirteen, three hundred and ninety-nine and four hundred and twenty-six of the acts of the year eighteen hundred and eighty-eight; chapters eighty-three, one hundred and seventy-nine, three hundred and seven and four hundred and thirty-eight of the acts of the year eighteen hundred and ninety; chapter three hundred and two of the acts of the year eighteen hundred and ninety-one; chapters one hundred and eleven, one hundred and ninety-nine and three hundred and eighty-seven of the acts of the year eighteen hundred and ninety-three, and chapters three hundred and thirty-seven and three hundred and forty-one of the acts of the year eighteen hundred and ninety-four, and all acts and parts of acts inconsistent herewith, are hereby repealed.

Approved June 16, 1894.

T.

CHAPTER 213. ACTS OF 1895.

AN ACT RELATIVE TO THE LICENSING AND REGULATING OF STABLES IN CITIES.

Be it enacted, etc., as follows:

SECTION 1. No person shall hereafter erect, occupy or use for a stable any building in any city whose population exceeds fifty thousand, unless first licensed so to do by the board of health of said city, and in such case only to the extent so licensed.

SECT. 2. The foregoing provisions shall not be construed to prevent any such occupation and use which may be authorized by law at the time of the passage of this act to the extent and by the person or persons so authorized: *provided*, however, that the board of health of any such city may make such regulations or orders respecting the drainage, ventilation, number of animals, and the storage and handling of manure, in any existing stables in their respective cities as in their judgment the public health requires.

SECT. 3. Whoever violates the provisions of this act or of any regulation or order made pursuant thereto, shall be punished by a fine of five dollars for each day such offence continues; and any court having equity jurisdiction may restrain any such erection, occupation or use contrary to the provisions of this act.

Approved April 4, 1895.

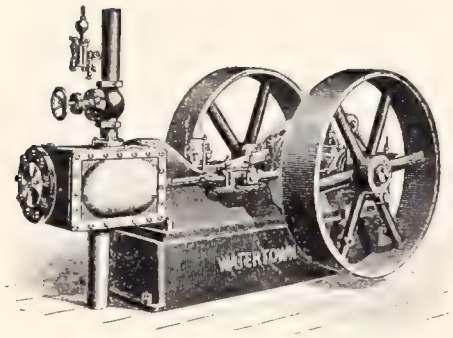
U.

CHAPTER 227. ACTS OF 1895.

AN ACT RELATIVE TO LAYING SEWERS IN PRIVATE STREETS.

Be it enacted, etc., as follows:

Any city or town may, if the city council of such city or the legal voters of such town so



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vote, provide by ordinance or by-law, with a penalty not exceeding twenty dollars for its violation, that every sewer or drain laid in any land or street or way, public or private, opened or proposed to be opened for public travel and accommodation, shall be deemed to be a main drain or common sewer, and that no such drain or sewer shall be laid or connected with any existing common sewer, except by the board or officers of such town or city authorized to lay, make and maintain main drains or common sewers. When such sewer or drain is laid in any private way or land, such owner or owners shall not be liable to any assessment levied or to be levied for such sewer or drain, except for the cost of connecting such sewer or drain with common sewers or drains already established.

Approved April 4, 1895.

V.

CHAPTER 352, ACTS OF 1895.

AN ACT RELATIVE TO ADVERTISING SIGNS AND STRUCTURES ENCROACHING ON PUBLIC WAYS IN THE CITY OF BOSTON.

Be it enacted, etc., as follows:

No person shall place or maintain any sign or advertising device upon any post in any public way in the city of Boston other than by painting; nor place or maintain upon any building or other structure any sign projecting into any such way more than one foot, nor any other thing projecting into any such way more than four feet, nor any sign or other projection the lowest part of which is less than ten feet above the sidewalk thereof, except that any awning, lamp, illuminated sign, and the fixtures thereof, the lowest part of which is not less than seven feet six inches above the surface of the sidewalk, may, until the right to maintain the same is revoked, be maintained as it is at present, or, if hereafter placed, be maintained as specified in any permit issued therefor by the officer appointed to have charge of the repairs of such ways; and any person violating any of the preceding provisions for more than five days after he is notified by said officer that he is so doing shall be punished by a fine of two dollars for each day that such violation continues after said notice.

Approved May 2, 1895.

W.

CHAPTER 389, ACTS OF 1895.

AN ACT TO ABATE THE SMOKE NUISANCE IN THE CITY OF BOSTON.

Be it enacted, etc., as follows.

SECTION 1. In the city of Boston the emission into the open air of dark smoke or thick gray smoke for more than five minutes continuously, or the emission of such smoke during more than twenty-five per cent., of any continuous period of twelve hours, is hereby declared a nuisance.

SECT. 2. Whoever commits such nuisance, or suffers the same to be committed upon any premises owned or occupied by him, or in way participates in committing the same, shall be punished by a fine of not less than ten nor more than one hundred dollars for each week during any part of which such nuisance exists.

SECT. 3. The mayor of said city shall, within one month from the passage of this act,

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CUMMINGS & MOREHOUSE,

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Dorchester Office, 28 Elmont Street.

designate some proper person from among the officers of said city, who shall be charged with its enforcement. Such designation shall thereafter be made in January of each year, but shall be subject to change at any time.

SECT. 4. The officer so designated may apply to the supreme judicial or superior court, or any justice thereof, for an injunction to restrain the further operation of any steam boiler or boilers which are being operated in such a manner as to create a nuisance under the provisions of this act. And said court or justice may, after hearing the parties enjoin the further operation of any such boiler or boilers, and may also, if deemed just and necessary, annul any license or permit which may have been granted for the maintenance or operation of the same.

SECT. 5. Chapter three hundred and fifty-three of the acts of the year eighteen hundred and ninety-three is hereby repealed; but this act shall not affect any act done or prosecution pending at the time when it takes effect.

SECT. 6. This act shall take effect on the first day of July in the year eighteen hundred and ninety-five.

Approved May 17, 1895.

X.

CHAPTER 449, ACTS OF 1895.

AN ACT TO REVISE THE CHARTER OF THE CITY OF BOSTON.

Be it enacted, etc., as follows:

SECT. 24. The department for the inspection of buildings of the city of Boston shall hereafter be known as the building department, and the title of the officer in charge thereof shall be the building commissioner, and all the powers and duties of the inspector of buildings of said city shall be exercised by said building commissioner. The officers appointed as deputies under said commissioner shall hereafter be termed building inspectors.

A.

ORDINANCES OF 1892 — CHAPTER 3.

CONCERNING

THE USE OF BITUMINOUS COAL.

In the Year One Thousand Eight Hundred and Ninety-two.

AN ORDINANCE TO AMEND CHAPTER FORTY-THREE OF THE REVISED ORDINANCES OF 1892.

Be it ordained by the City Council of Boston, as follows:

SECTION 1. Chapter 43 of the Revised Ordinances of 1892 is hereby amended by inserting between sections ninety-eight and ninety-nine the following new section to be numbered ninety-nine, and sections now numbered ninety-nine to one hundred and three, inclusive, with said amendment, to be renumbered one hundred to one hundred and four respectively.

SECT. 99. No person shall use bituminous coal for the purpose of generating steam in boilers in any building, unless the furnace in which said coal is burned is provided with some effectual device for consuming its own smoke.

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B.

REVISED ORDINANCES OF 1892, CHAPTER 17.

INSPECTION OF BUILDINGS DEPARTMENT.

SECTION 1. The department for the inspection of buildings shall be under the charge of the inspector of buildings, who shall, in accordance with the statutes and ordinances, issue permits for and inspect the erection and alteration of buildings in the city; shall keep a register of the names of all persons carrying on the business of plumbing, who shall apply to him to be registered; shall issue permits for doing plumbing work, and shall, by himself or one of his assistants, inspect the plumbing work in a building within forty-eight hours after a notice of the completion of such work, required by the ordinances to be given, has been left at the office of said inspector; and may appoint, not exceeding twenty-four, assistant inspectors for duty in his department.

C.

REVISED ORDINANCES OF 1892, CHAPTER 42.

ERECTION AND REPAIR OF WOODEN BUILDINGS OUTSIDE BUILDING LIMITS.

SECTION 30. The building limits provided for in section 21, chapter 374, of the acts of the year 1885, are hereby established as follows: All that portion of the city which is included within a line beginning at the intersection of the centre lines of Dover and Albany streets, and thence running east through the centre of said Dover street to the harbor commissioners' line; thence by the said harbor commissioners' line around the northerly portion of the city to a point on Charles river at the intersection of said line with the easterly line of St. Mary's street extended; thence along said easterly line of St. Mary's street and the boundary line between Brookline and Boston, to the centre of Longwood avenue; thence through the centre of said avenue to the centre of Bumstead lane; thence through the centre of said lane to the centre of Ward street; thence through the centre of said Ward street to the centre of Parker street; thence through the centre of said Parker street to the centre of Ruggles street; thence through the centre of said Ruggles street to the centre of Washington street; thence through the centre of said Washington street to a point opposite the centre of Palmer street; thence through the centre of said Palmer street and through the centre of Eustis street to the centre of Hampden street; and thence through the centre of said Hampden street and the centre of Albany street to the point of beginning; the said district being shown on a plan made by the city surveyor, dated June 28, 1881, and deposited in his office.

SECT. 31. Every person proposing to erect a wooden building outside the building limits, or in any manner to alter one already erected, shall, fifteen days at least before commencing work thereon, file an application with the said inspector for a permit therefor, containing a statement of the dimensions of the structure proposed, and of the material to be used therefor, or of the alteration to be made, the number or precise location on the street, and the name of the owner or owners of the land.

SECT. 32. Every such building shall have a foundation of stone or brick carried up to the surface of the ground, and the foundation, if of brick, shall not be less than twelve inches thick, and laid in cement mortar; if of rubble-stone, shall not be less than sixteen inches

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thick when laid in cement mortar, and not less than twenty inches thick when laid dry; if of block stone, shall not be less than sixteen inches thick, and laid in cement mortar; all such foundations shall be laid not less than four feet below the surface which is exposed to frost, and upon the solid ground, or upon at least one row of piles spaced not over three feet on centres, in the direction of the length of the wall, driven to a solid bearing, with the tops cut off at a proper grade, and capped with footing courses of stone, or shall rest upon other solid superstructure; if the building is to be used for a workshop or other like purpose, or for a temporary structure, and built upon soft and marshy land, the foundation may consist of mud sills, or blocking, or piles cut to the height of grade, as the inspector may deem best.

SECT. 33. Every such wooden building shall be built with posts, girts, and plates, properly mortised, tenoned, braced, and pinned in each story, and supported by suitable studs, not more than thirty-two inches apart; if the building exceeds four hundred feet in area and fifteen feet in height, the posts and girts shall not be less than four by eight inches.

SECT. 34. Every such wooden building to be used as a dwelling-house shall not be more than forty-five feet in height from the grade of the street or place upon which it is to be erected, nor shall any wall thereof (unless made of brick at least eight inches thick, and built up to the under side of the roof covering, and the said covering laid and embedded in mortar upon the wall or built up twelve inches above the roof and covered with metallic covering) be nearer than one foot six inches to the line of any adjoining lot, nor if there is a dwelling-house upon the adjoining lot, be nearer than three feet to such dwelling-house.

SECT. 35. Every such wooden building to be used as an L to a dwelling-house shall not exceed twenty-five feet in height, nor more than four hundred and fifty square feet in area; such L may be built without a brick wall between it and the main building.

SECT. 36. Every such wooden building to be a block of two or more dwelling-houses shall have brick walls between the houses not less than eight inches thick, built up to the under side of the roof covering, and the said covering laid and embedded in mortar upon the walls or built up twelve inches above the roof and covered with metallic covering.

SECT. 37. Every such wooden building to be used for any purpose other than that of a dwelling-house shall not exceed fifty-five feet in height from the grade of the street or place upon which it is to be erected, nor shall any wall thereof (unless made of brick at least twelve inches thick, and built up to the under side of the roof covering, and the said covering laid and embedded in mortar upon the wall or built up twelve inches above the roof and covered with metallic covering) be nearer than four feet to any other wooden building which is less than twenty-five feet in height, nor nearer than ten feet to any other wooden building which is twenty-five feet or more in height, but the exception hereinbefore mentioned shall not apply to stables.

SECT. 38. Every such wooden building, to be used for any purpose other than that of a dwelling-house built in a range of more than fifty feet, shall have an intercepting brick wall not less than twelve inches thick built up to the under side of the roof covering, and the said covering laid and embedded in mortar upon the wall or built up twelve inches above the roof, and covered with metallic covering.

SECT. 39. The requirements contained in the preceding five sections shall not apply to buildings erected or placed at a distance of fifty feet or more from every other building, and from every street or way used for public passage.

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D.

REVISED ORDINANCES OF 1892, CHAPTER 43.

No person shall connect any steam exhaust pipe with any ventilating, waste, or drain pipe in a building, inside of the trap of the drain-pipe placed near the foundation wall of the building.

No person shall discharge any waste water or water from a sink or water-closet, except through a drain into a sewer or cesspool, or in accordance with a permit from the board of health.

DRAINS.

No person shall discharge into a public drain or sewer any steam, nor any other matter or thing which may tend to cause an obstruction thereof, or a deposit therein, or any injury thereto.

OPENINGS IN, AND PROJECTIONS INTO STREETS.

No person shall make any permanent excavation under the surface of a street, the inner face of the wall of which extends farther under the street than to a line eighteen inches inside the line of the outer edge of the curbstone or sidewalk.

No person shall place or maintain a grating in a street, the spaces between the bars of which are more than one inch in width; nor shall he extend any such grating more than eighteen inches from a building into a street.

No person shall make a coal-hole or other opening in a street, except in accordance with a permit from the superintendent of streets.

No person shall maintain an entrance to his estate by steps descending immediately from or near the line of a public street, unless the same is securely guarded.

No person shall erect any canopy, awning, shade, shade-frame, or shade-curtain in any street, except in accordance with a permit from the superintendent of streets.

No person shall insert a sign in any sidewalk, nor place or maintain a sign, show-bill, lantern, show-board, goods, wares, or other articles, so as to project into or overhang any street, except in accordance with a permit from the board of aldermen.

No person shall open, occupy, or use any portion of a street, except in accordance with a permit from the superintendent of streets, nor without exhibiting such permit to any police officer, when requested by him so to do.

WOODEN BUILDINGS.

No person shall erect, or in any manner alter a wooden building outside the building limits of the city, in violation of the requirements of the ordinances of the city, nor except in accordance with a permit from the inspector of buildings.

PENALTY FOR VIOLATIONS.

Whoever violates any provision of section eighty-four of this chapter shall be punished by a fine not exceeding ten dollars for each offence, and whoever violates any provision of any other section of this chapter shall be punished by a fine not exceeding twenty dollars for each offence, and not only the person actually doing the prohibited thing, but also his employer and every other person concerned in so doing shall be punished by the said fine.

Approved March 3, 1892.

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E.

CHAPTER 3, REVISED ORDINANCES OF 1892.

Every officer or board in charge of a department issuing a license or permit, shall insert therein a condition that the person accepting the same shall conform to the statutes and ordinances and the specifications in the license or permit; that the license or permit may be revoked at any time by the authority issuing it; that the violation of any of its specifications shall work an immediate revocation of the license or permit, and that such person shall indemnify and save harmless the city from any damage it may sustain, or be required to pay, by reason of the doing of the work licensed or permitted, or by reason of an act or neglect of himself or of any of his employees relating to such work, or by reason of any violation of any specification; *provided*, that nothing herein contained shall be construed to prevent the insertion of any other specifications deemed advisable by the authority issuing such license or permit.

EARLY BUILDING LAWS.

As nearly as can be ascertained the first laws enacted in relation to the construction of buildings were those of the colonial government, and were for the protection of the general community against the dangers that arose from the large number of buildings erected in a small space. As early as 1692 the town of Boston had become so thickly settled, and the dangers from fire, owing to the combustible material used in the construction of the buildings, had become so threatening, that the Great and General Court enacted a law "for the better preservation of property and the safety of the inhabitants." The town had been visited by several disastrous fires, and these were more destructive because of the materials used in the buildings, which were constructed of wood, with thatched roofs and wooden chimneys.

The first "building law" of which there is any record was as follows:—"This Court, hauing a sence of the great ruines in Boston by fire, and hazard still of the same, by reason of the joyning and neerness of their buildings, for prevention of damage & losse thereby for future, doe order & enact, that henceforth no dwelling house in Boston shall be erected and set vp except of stone or bricke, & coured with slate or tyle, on penalty of forfeiting double the value of such buildings, vnless by allowance & liberty obteyned otheruise from the magistrates, comissioners, & selectmen of Boston or major parte of them. And, further, the selectmen of Boston are hereby impowred to heare and determine, all controuersies about propertjes and rights of any person to build on the land wherein now lately the housing haue been burnt doune, allowing liberty to appeale for any person grieved to the County Court."

In the "Special Laws Relating to the City of Boston," published in 1892, are given all the laws relating to buildings that have been passed by the General Court. While many of these have either been repealed or become inactive, they are interesting in connection with the growth of the town and city. Space will not admit of all of these laws being given in full, and with few exceptions only the title of the act will be given, as from that the purpose of the law can be seen.

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In 1692 the above law, entitled "An Act for Building with Stone or Brick in the Town of Boston, and Preventing Fire," was passed, and is the first one recorded in the "Special Laws" referred to.

1810, chapter 124. An act to prevent livery stables being erected in certain places in the town of Boston.

1817, chapter 171. An act to secure the town of Boston from damage by fire.

Quite a time seems to have intervened before any further laws were found necessary, except such as related to the storage in buildings of certain combustible materials, and those of a similar nature not directly concerning the construction of buildings.

1860, chapter 109. An act to amend "An act to prevent livery stables from being erected in certain places in the Town of Boston."

1869, chapter 369. An act concerning the erection of stables in the city of Boston.

1871, chapter 280. An act to provide for the regulation and inspection of buildings, the more effectual prevention of fire, and the better preservation of life and property in the city of Boston.

This act created a department for the survey and inspection of buildings.



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THE BUILDING DEPARTMENT OF THE CITY OF BOSTON.

HOW few realize the extent and full import of this particular department of the city, and why? Because the masses are not as individuals brought into business relations with it nor in contact with its members, and yet those who have had to do with it can only in part speak of the immense amount of business transacted and duties performed. What are the duties that are being performed daily?

From the first intimation of the owner's intention to build, and while the plans are being drawn, interviews are often had with the department on matters pertaining to the construction of the law and its application to the proposed structure, and preliminary plans are frequently features of these consultations. Upon completion of the plans and specifications, an application is made at the office for a permit, and a copy of the plans and specifications must be filed with the application. Before a permit can be granted the plans must be approved, and this means a minute examination into the proposed method of construction, quality and strength of materials, loads imposed, etc.; and this examination often requires a boring or sounding of the soil to ascertain its condition, in order to properly determine the method and character of foundation and the loads that can be safely imposed.

The present building law of Boston defines that the "foundation, with the superstructure which it supports, shall not overload the material on which it rests;" while the law of New York reads: "Good, solid, natural earth shall be deemed to safely sustain a load of four tons to the superficial foot, or as otherwise determined by the superintendent of buildings." After being satisfied on this point and, if piling is required, that the piling is of sufficient number of rows and proper distance on centres, the grade for cutting off said piles is determined; and in establishing this grade the point in consideration is the proper and sufficient covering of the piles in summer with tide or soil water. The general established grade in Boston is five (5) but is subject to change by the Inspector, who has full authority to establish such grades.

We now come to the foundation. Rubble work may be used in buildings less than forty feet in height and in third-class buildings outside the building limit, and in no instance are round or boulder stones allowed. Rubble must be twenty-five per cent. thicker than granite foundations. Granite is required to be in block stones and at least eight inches thicker than the wall overhead. Brick foundations must be at least twelve inches in thickness and four inches thicker than the wall overhead. Footings shall be stone or concrete, or both, or of concrete and stepped-up brickwork. Granite block stone footings are most commonly used, and must be not less than sixteen inches in thickness, and at least twelve inches wider than the bottom width of foundation wall, and are to be well bedded, laid crosswise, edge to edge.

The walls overhead must be of the prescribed thickness for the height intended and the

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purpose of building, together with an additional thickness of four inches for every twenty-five feet or part thereof to the length of a truss over thirty feet, when trusses are used. Floor-bearing partition walls may be of four inches less thickness than required for external and party walls of same height, provided the total thickness is not less than twelve inches.

Next comes the construction of floors and roof and computation of materials used and method of use as to their strength and complying with the standards as established by law If the building is of steel-frame construction the computations are of particular moment and require in some instances the assistance of an engineer.

Next comes the construction of flues and fireplaces, stairways and elevators, to see that the requirements of law are complied with in these respects, and this is followed by the examination of plans as to egress, light and air exposures, and other special requirements relating to particular classes of buildings. Finally the method of plumbing is considered and if the plans and specifications show the building to conform to the requirements of law and the location has been approved as in accordance with application filed, a permit is granted and recorded, and the inspection by the district inspector commenced.

This work is divided into construction, plumbing, elevators, egress and boilers, and in addition to this is the prosecution and special divisions.

On construction the duties consist of "an examination as often as practicable" of the building in process of construction or alteration and a report of all violations of law; an inspection as to whether the materials used are as specified and in compliance with statute requirements, and as to whether the law is met in letter and spirit, and that all violations whether of omission or commission, are complied with or removed. Memoranda are kept of each day's observations, and at the completion of the building a final report is made, giving a complete and full description of the structure from foundation to apex, from wall to wall, and story by story, and is accompanied with plans.

Plumbing inspection consists of approving the applications for work to be performed, an examination of work during its progress to see that proper materials are being used and in a sanitary manner, and testing of the work before it is used to see that the pipes are sound, free from holes, and that the joints are tight. A final is rendered on plumbing work at the completion of the building.

Elevators and hoistways are inspected with reference to the safety devices to cars, doors gates or bars to openings in shafts, vertical red-painted iron bars to external windows, incombustible constructed shafts, or the lining of existing wooden shafts with metal, the examination of the machinery for hoisting the car and the filing of complaints for violations, as well as the placarding of elevators and prohibiting their use. A report is made on all elevator accidents, but this work comes especially under the head of special work. In the examination of buildings as to egress much care is taken to get a plan of the premises as they exist, and the matter is carefully weighed as to the possibilities and probabilities in case of fire or panic. Lights and gongs must be placed and regulated, and balconies and step-ladders constructed to afford the necessary relief in case of emergency. Requisitions are issued only after a complete record has been made of the condition of the premises.

Next to be considered is the special work. For this purpose the entire department is liable to be detailed; or a detail may consist of one or more inspectors and a clerk, or the chief

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inspector and clerk of department may attend to that duty. One inspector is detailed especially for that work, but ofttimes the necessity for a second or third detail in other directions exists and must be made with other members of the force.

The statutes require an attendance by the department on all fires and a report on same, particularly giving the cause of fire, with a view, if in faulty construction, to remedy it in the future; further, to assist the engineers of the fire department by imparting such knowledge as may be possible as to condition of building on fire, and assisting the chief with advice as to the danger from falling walls, etc., and in case of necessity to protect the public from danger by removing or securing the dangerous structure. Not only must the department attend fires, but all accidents — whether by lightning, flood, explosions of gas or boiler explosions, falling of elevator cars, or injury to persons on or about buildings from any cause directly or indirectly resulting from anything attached to or connected with a building — must be examined and reported on, and this is what constitutes the special division.

Under this head may be mentioned the explosion on Hanover Street, where it was necessary for the department, in order to ascertain the cause, to hold several examinations and place witnesses under oath, listen to direct and cross examinations and summing up of attorneys representing interested parties, in addition to the inspection of premises, and these hearings extended over a period of several weeks.

Again, during the overflow of Stony Brook, for over three days ten members of the department, under the direction of the clerk of the department, remained constantly on duty (day and night), patrolling by foot or in boat the entire district every two hours, making police station No. 10 the headquarters. This surveillance was necessary in order to prevent any accident to buildings by the rushing waters undermining the foundations and washing out the supports. Afterward, when the flood had receded, a detailed examination was made of every building damaged, and this work alone constituted eight large volumes of records. The records were of great value to the city in the settling of claims, as the estimates of damage were made by experts and the particulars were all given. During this time several buildings were secured temporarily, by order of the department, until they could be permanently secured by the owners.

Several of the large fires have required more than the ordinary fire report, and the specials on these matters are exceedingly interesting and valuable. A description of each and every building damaged is given, and the fire and its cause described from incipiency to finish. The construction of the buildings and their weak and strong points are noted, and the fullest history of the fire given. Plans, surveys and photographs are features of these reports and make records of inestimable value. Elevator and all other accidents appear in this division and often form the ground support of a suit at law, as the inspectors are summoned with these records into court to testify as experts.

The office work is of a nature hard to describe, as no two days are alike; but, aside from the routine of taking applications, listing and indexing them, examining plans, recording and filing documents, indexing the records and granting permits, the time is consumed in consultations, and these take such a wide field that it is impossible to describe it. The correspondence is of no small moment, and the closing of complaints, preparing cases for prosecution or injunctions for the law department are a part of this work.

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When it is known that in the last decade alone there have been 103,787 permits granted, and that these permits occasioned 396,212 examinations and 69,263 reports, some idea of the work accomplished may be gained. But to realize in any great degree what the work of the department is, and of the immense value it is to the city in protecting the citizens from fire accident and loss of life, an acquaintance must be had individually with its workings and the force. A much more exhaustive account might be given of the department and its workings, but sufficient is known to place it in the foremost rank of departments for responsibilities and importance.

The department was organized Oct. 2, 1871, after the attention of the City Council and Legislature had been repeatedly called to it by the chief of the fire department in his annual reports, by special messages and personal exhortations, and the public had been aroused to the necessity of a building law.

Many interests were joined in this work, and as a result the act of 1871, chapter 280 — "An act to provide for the regulation and inspection of buildings, the more effectual prevention of fire and the better preservation of life and property in the city of Boston" — was passed. The department organized with Mr. David W. Chamberlin as inspector, and Wm. H. Lee as clerk of department. The force consisted of two assistant inspectors. Mr. Oliver L. Shaw succeeded Mr. Chamberlin, and in turn was succeeded by the present incumbent, Capt. John S. Damrell, in 1877. Since Captain Damrell first took charge, the department in every respect — duties, responsibilities and members — has increased three hundred per cent.; and the success of the department, standing second to none, is largely due to the knowledge of building construction, fires and their causes and methods of extinguishing same, the means necessary to prevent future catastrophes, the ability and tact to enforce the iron-clad building laws without making them obnoxious, possessed by the inspector, assisted by his able and discreet body of inspectors and clerks.

Year after year the necessity for amending the laws became apparent, and in 1885, and again in 1892, an entire revision and compilation of the building statutes was deemed advisable. The experience of Boston with her building statutes and the enforcing of them is being reiterated all over the world; and as long as new and progressive forms of construction continue to be presented, just so long will all laws be found to be inadequate to meet every emergency which may arise. When the public become well educated to the terms, conditions, and necessities of such a law, its advantages to them as a whole and as individuals, the city will immediately feel the improved conditions, and many of the annoying and disturbing features will disappear. There is no point so tender to mankind as the dollar, and to be forced to appropriate it in excess of any thought or inclination so to do, unless the necessity and desirability is clearly understood, makes that man or woman an enemy to the law and blinds them to the good and honest intent of the executive enforcing it.

The following is the roster of the department:

John S. Damrell	Commissioner of Buildings.
Charles S. Damrell	Clerk of Department.
Michael W. Fitzsimmons	Supervisor of Plans.
Levi W. Shaw	Supervisor of Egress.
James J. Barry	Supervisor of Construction.

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EVERETT, = Mass.

William Frye	(Senior) Deputy	Inspector of	Buildings
Hartford Davenport	"	"	"
George W. Griffin	"	"	"
John Kelley	"	"	"
Nahum M. Morrison	"	"	"
James H. Collins	"	"	"
Thomas A. Slater	"	"	"
Matthew Walsh	"	"	"
Michael H. Hartnett	"	"	"
William B. Bothamly	"	"	"
John J. Reagan	"	"	"
Henry L. Jones	"	"	"
Abraham T. Rogers	"	"	"
John T. Daly	"	"	"
Patrick H. Costello	"	"	"
George McDonnell	"	"	"
J. Homer Edgerly	"	"	"
John B. Fitzpatrick	"	"	"

The clerical force consists of: George M. Barnard, J. E. S. Damrell, Frank L. Wells, James M. Burr, Barrie W. Cotter, John H. Mahoney, James P Keliher, Frank Gargan, James T. Murtagh, Kittie L. Wells, Winnie D. Harrison, Isabella E. Kelley.

PERSONAL SKETCHES.

First, and at the head of this department, comes Capt. John S. Damrell. He was born in Boston and educated in her public schools. In early age he was orphaned. He worked on a farm in Haverhill until he was ten years of age, and then, in order to learn the trade of carpenter, he was apprenticed to Isaac Melvin of Cambridge. At the end of his apprenticeship he came to Boston as a master builder, forming in 1856 a copartnership with James Long, ex-alderman of Somerville, which was dissolved eighteen years later. At this time attachments were placed upon his working capital and real estate, on account of his connection with explosion of buildings with powder in the great Boston fire of 1872, and he was seriously embarrassed in his business operations on that account. In 1850 he was united [illegible] with Susan Emily Hill of Cambridge. Three daughters and two sons [illegible] two sons are now living. From his boyhood he took a deep interest [illegible] fires, and in 1848 he joined Hero Engine Company No. 6. Mr. Damrell's father and his father's brothers were also members of the Boston fire department. After filling all subordinate positions in the grade of membership, he was elected in 1868 chief engineer of the fire department, and continued thus until it was placed under a commission in 1874. At Baltimore, in 1873, he was unanimously elected first president of the convention of chief engineers, called in consequence of the conflagrations that had taken place in Portland, Chicago and Boston. He was the first president of the Massachusetts State Firemen's Association, and is at present actively united with several firemen's associations. In the State militia he served as lieutenant of the Mechanic Rifles of Boston. He is an

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honorary member of the National Lancers, a member of the Boston Veteran Fusileers, and a member of the Ancient and Honorable Artillery Company. Captain Damrell is one of the best known men in Boston, being connected with the Odd Fellows, Royal Arcanum, Knights of Honor, Red Men, and is a Mason of the Thirty-second degree, and a Knight Templar. Since the organization of the Golden Rule Alliance he has been president of the supreme parliament. He is also connected with many other social and charitable organizations, and has been a State trustee of the School for Feeble-minded for the past fifteen years. His connection with the fire department has undoubtedly done most in winning him his enviable reputation. Of the science of extinguishing fires he has at all times been considered a master, while at the present time he ranks second to none as a building inspector and is actively and earnestly engaged in forwarding all measures looking to the safety, beauty and advancement of this city and country in its building interests.

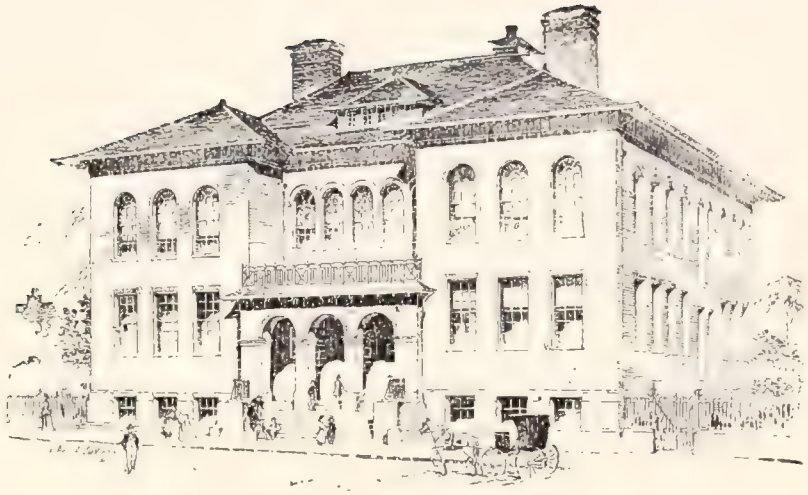


John S. Damrell

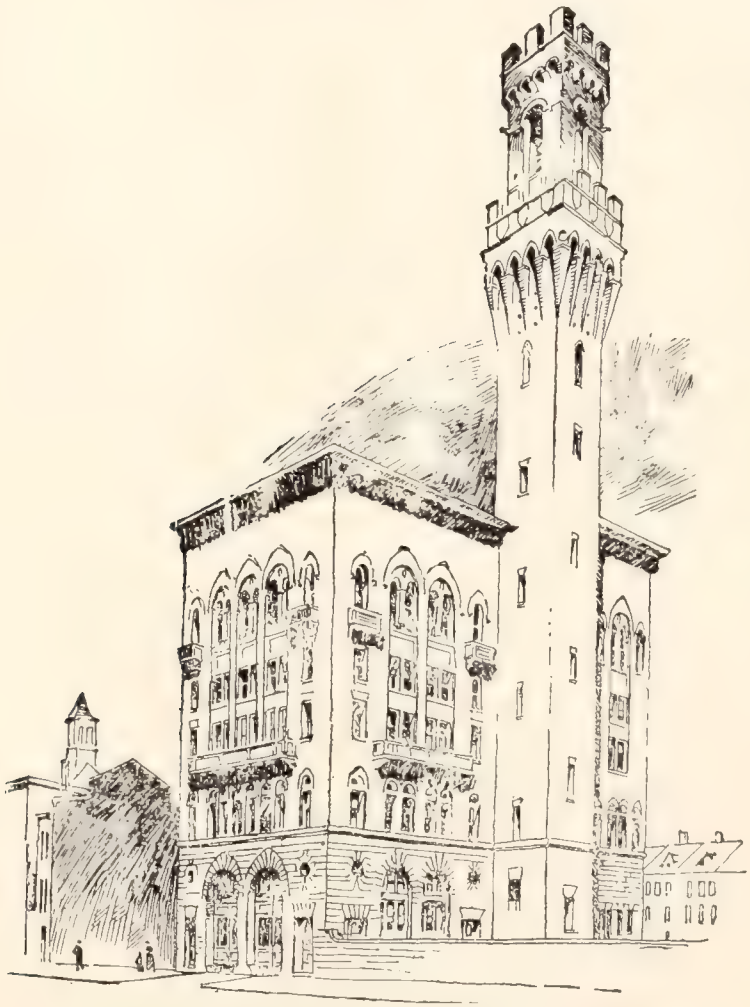
Charles Stanhope Damrell, Clerk of the Department, was born in Boston. He was educated in the public schools, and after graduating from the English High School took an advanced course. He first entered business in the real estate office of his father, and was subsequently appointed to a clerkship in the office of the inspector of buildings. In October, 1881, he was appointed chief clerk, which position he now holds, having the management of the department under the inspector, and having passed through the several grades. At present he is a member of the Boston Athletic Association, Washington Lodge of Odd Fellows (of which he is a Past Noble Grand), Hobomok Tribe of Red Men, Mt. Lebanon Lodge, St. Paul's Royal Arch Chapter of Masons and Boston Commandery of Knight Templars. He is a justice of the peace.

Levi Woodbury Shaw was born in New Durham, N. H. He learned the trade of building with his father, was educated in the town schools and Wolfboro Academy, and came to Boston in July, 1850. He entered the fire department in 1852. He has served over twenty years in the fire department, three years as assistant engineer under Chief Engineer Damrell. He was established in the building business in 1865 with John W. Morrison, under the firm name of L. W. Shaw & Co. The firm was dissolved in 1874, and the business continued by L. W. Shaw until 1877, when he was appointed as an assistant inspector in this department.

Nahum M. Morrison was born in Durham, N. H. He early came to Boston and learned the carpenter's and builder's trade. He constructed such notable buildings as the Boston Free Public Library and the Simmons and Rialto buildings. He erected several school-houses and

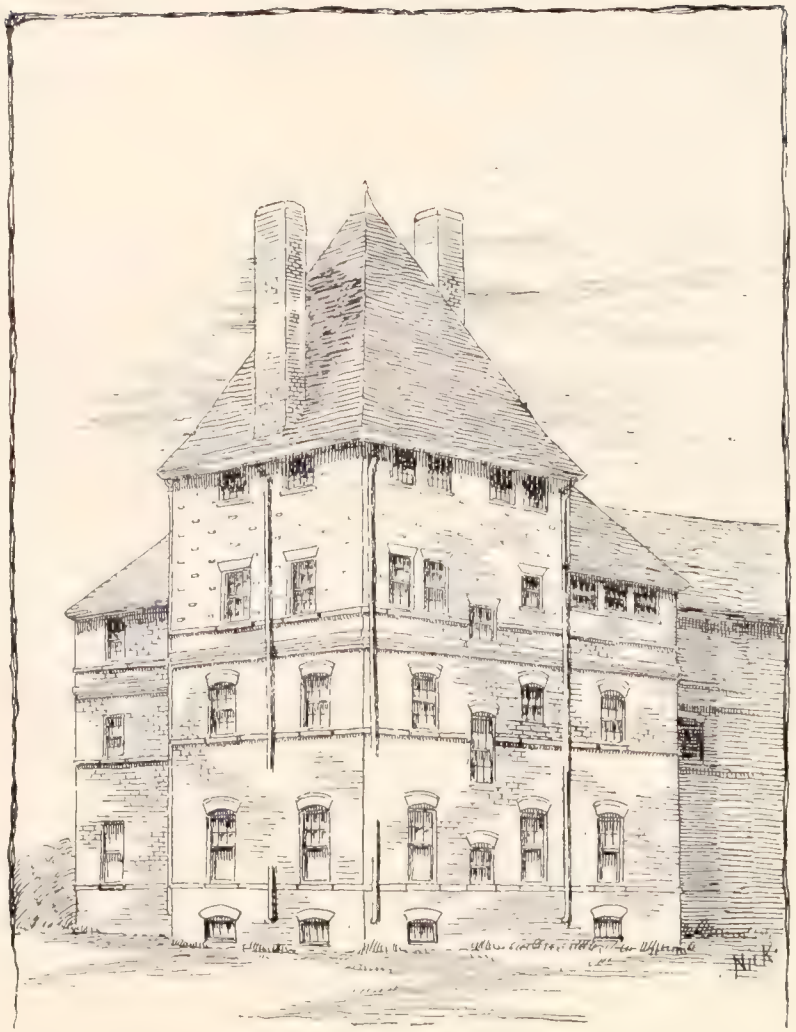


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police stations for the city of Boston, and also several large mercantile buildings in the business section of the city. He is an ex-member of the common council, is a veteran fireman and a member of the Massachusetts Charitable Mechanic Association, and a Knight Templar Freemason. He was at one time a first assistant assessor. He entered the department as assistant inspector in 1882.

Matthew Walsh was born in Ireland. He carried on the plumbing business in Bo[illegible] Charlestown for many years, and became associated with the department in 18[illegible] ex-member of the common councils of Charlestown and Boston, and is a veteran [illegible] as sergeant in the Fifth Massachusetts Regiment, Company A, and as captain [illegible]uth Volunteer Militia.

John Kelley was born in Ireland. For many years he carried on the mason and building business in Boston and Charlestown. He erected the large Tudor building on Water Street, and altered the Catholic church on Bunker Hill Street. He was employed thirteen years in the United States navy yard, and is an ex-member of the common council and a veteran fireman.

James J. Barry was born in England. He was a mason and carried on building operations. He is an ex-member of the common council, and served seventeen years in the State militia through all grades to captain, which position he held for eight years and six months. He is also actively connected with the Montgomery Light Guard Veteran Association, having for two years served as colonel.

William Frye, senior assistant inspector of buildings, was born in Salem, Mass. He was foreman for Mr. Nathaniel Adams, mason and builder, of Boston, and was appointed to his present office in 1873.

Hartford Davenport was born in Dorchester, Mass. He was a carpenter and builder of well-known ability, and entered the department in 1873, ranking with Assistant Inspector Frye. He is a Mason, Odd Fellow, Knight of Pythias, veteran fireman, and a member of the Dorchester and Massachusetts Yacht clubs.

George W. Griffin was born in Dorchester. He entered the department in 1874, previous to which time he was employed as mason and builder. He is a member of the Order of Freemasons and of the Knights of Pythias.

Michael W. FitzSimmons was born in Boston. He learned the architect's profession in the office of Messrs. Snell & Gregerson, having served with them for ten years. Upon leaving them he embarked in business for himself as an architect, which he continued until entering the department in 1878. Mr. FitzSimmons was paymaster of the First Battalion of Cavalry, on the staff of Major Young, and clerk of the Roxbury Veteran Association. He is also a member of the Roxbury Real Estate Association.

John B. Fitzpatrick was born in Bangor, Me., and educated in the public schools of that city. He entered the service of the United States as a volunteer at the age of fifteen and served four years; was honorably discharged. Went to work in Charlestown navy yard as machinist, serving eight years; afterward invented several patents. Became interested in business with A. D. Puffer of Boston. In 1891 was appointed a building inspector.

John H. Mahoney was born in Boston, educated in the public schools and took a course in mechanical drawing at evening drawing school. He entered the employ of Fred A. Hatch, architect, in 1887, and was employed by the city architect from fall of 1887 until transferred to building department in 1892.

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Frank L. Wells was born in Boston, educated in the public schools, and entered the office of the city messenger in 1879. He was transferred to the building department in 1881. He is secretary of the Clover Club of Boston, and a member of other social organizations; has a wide circle of acquaintance and is very popular.

Thomas A. Slater was born in Boston and educated in the public schools. He entered the navy in 1861, served eighteen months, and was honorably discharged for sickness. He went into the business of stone cutting, and remained in same until appointed inspector in 1883.

James H. Collins was born in Eastham, Mass., educated in the common schools, and apprenticed to Jonathan F. Locke of Boston. After serving for four years he entered business for himself. He constructed the Charlestown, Chelsea, Reading and Watertown gas works, and built over seventy brick dwellings; also built brick manufactory in Medford for Peter Hubbell. He was contractor for the mason work on the machine shop of Otis Tufts while the present head of the department, Captain Damrell, did the carpentering and millwrighting. In 1868 he became superintendent of the Bay State Brick Company, making 50,000,000 brick per year; which position he held for ten years. Was elected an alderman of the city of Cambridge for the years 1873-4, serving on committee on public buildings (chairman). Entered the building department in 1882.

J. Homer Edgerly was born in Dover, N. H., and educated in the common schools. At the age of eighteen he entered the service of the United States as a private, and, after serving with marked distinction for four years and three months, was honorably discharged with the rank of captain and brevet major. Was breveted major on the field, at the storming of Fort Fisher, for hauling down the rebel flag and "leading a forlorn hope." This act was afterward ratified by Congress. Previous promotions were granted for meritorious conduct; particularly that of captain, by order of General Butler, at the battle of New Market Heights, Va. Major, then Lieutenant, Edgerly placed a skirmish line nearer the city of Richmond than the Union troops had ever before been. This was in 1864, under General Butler; and he was, in addition, especially mentioned in general orders. He served on the staff of Major General Hawley of Connecticut, now United States senator, as assistant provost marshal at Wilmington, N. C. Was bearer of dispatches for an exchange of prisoners at the North Fork of Cape Fear River, when 10,000 Union prisoners were released. Was in charge, by special orders, of boat infantry on picket duty around Fort Sumter in the harbor of Charleston. This duty was done at night, and was not only extremely hazardous but unlike any other duty performed during the war. He captured a rebel picket in front of Petersburg just previous to the explosion of the Crater, by special desire of General Butler, who was looking for necessary information relative to the rebel forces. Was offered at the end of the war, by Major General Terry, the position of second lieutenant in the Regulars, but declined. Since the war Major Edgerly has held important positions in civil life, and was for years master mechanic in the Charlestown navy yard. He is at present a building inspector, having been appointed in 1891.

Abraham T. Rogers was born in Boston, and educated in the common schools and French's Commercial College. After graduating from school he entered the employ of his father, carpentering, where he remained for over twelve years. He was appointed deputy

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inspector in 1888, having previously served as a clerk in the department. He is associated with Inspector Costello in the inspection and supervision of elevators. Was a member of the common council in 1880–82.

Patrick H. Costello was born in Ireland, and educated in the Roxbury public schools. He served his time with Levi Chubbuck and George Mason, in heating and ventilating, and was afterward assistant foreman for Mr. Chubbuck. Carried on business as heating and ventilating engineer in Hotel Pelham for five years, and entered the building department in 1888 as an inspector. Was a member of the common council in 1885. He is a member of the Royal Arcanum, a Knight of Honor, and belongs to several other social and beneficial organizations. Is an ex-lieutenant in the Montgomery Light Guard Veteran Association.

George McDonnell was born in Ireland, and educated in the Boston public schools. Entered the service of the United States when a boy at the age of fourteen, and served for two years and two months; was honorably discharged. After the war he learned the carpentering trade with his father. He carried on the business of carpentering with his father, and afterward alone, for a period of twenty years, until he was appointed inspector in the architectural department under Bateman. He was connected with that department for six years, until transferred to the building department in 1889. He is a member of the American Legion of Honor and of several other organizations.

John J. Reagan was born in Boston, and educated in the public schools. He first entered the employ of John A. Whipple, photographer, and remained with him for four years; then entered the shop of W. H. Greenleaf, plumber, serving full time and remaining in his employ for a period of twenty years, until appointed a building inspector in 1887.

Michael H. Hartnett was born in Ireland, and was educated there. He came to America at the age of nine years and entered the grocery store of Lawrence McCarthy. Four years later he was apprenticed to Thomas Floyd, remaining full time. He then went to California, mining. He returned to the East and engaged in business as master plumber. Mr. Hartnett was appointed a building inspector in 1883. While in business he did the plumbing in some of the largest buildings in Boston, and was recognized as one of the leading plumbers.

Henry L. Jones was born in Litchfield, Me. Soon removed to Belfast, Me., where he received his education in the public schools. At eighteen he commenced to learn the trade of house and ship building, at which he worked as apprentice and journeyman until 1862, when he removed to Boston, working as journeyman until 1868. He then went into business for himself, continuing until shortly before he was appointed building inspector, in February, 1887.

Barrie W. Cotter was born in Cork, Ire., in 1837, and educated in the public schools of New York City. He entered the United States army, Seventh Infantry, in 1855, and was honorably discharged in 1857, as first sergeant. At the breaking out of the war he enlisted in the Eleventh Infantry, Regulars, and was promoted to sergeant, and then transferred to the Thirteenth New York Artillery, and was later made sergeant major and appointed adjutant with rank of second lieutenant of same regiment, with which rank he was honorably discharged at close of war. In 1869 he again entered the United States service in the Marine Corps, and

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was immediately made first sergeant. He took part in the Darien expedition in 1871–2, and served continuously until 1884. He entered the building department in 1885. Mr. Cotter is a Mason and a member of several military veteran associations.

John T. Daly was born in South Boston, and attended the public schools there and in the Roxbury district, to which his parents removed, until 1867. He then went to San Francisco, where he remained until October, 1869, when he returned to Boston. He began his mechanical career while there, entering the printing profession and serving at the various branches — book, job and newspaper — until 1883, when he entered the building department as a clerk and served in that capacity until 1888, when he was appointed a building inspector. While acting as clerk he was especially assigned to perform such work as the assessors were required to do under the law when it was transferred to the building department. He attended the evening school of drawing on Tennyson Street for two years, learning mechanical and architectural drawing. He is prominent in the Catholic Foresters.

William B. Bothamley was born in Sheffield, Yorkshire, Eng., and came to America in 1841. He attended the old Mayhew School until he was fifteen years of age, after which he served an apprenticeship of six years at the plumber's trade, with his father. After learning the trade he worked for his father as a journeyman and afterwards became a partner in the business. Later he was in business for himself. He has always been identified with the plumbing business. He entered the department in 1883. He is a thirty-second degree Mason and a Knight Templar.

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THERE seems to have been a neglect on the part of historians to include those prominent as builders in the sketches of Boston's early growth and development, and very little is to be found from which facts relating to them or their work can be obtained. That they were well skilled in the craft is beyond a question, for the structures they erected have, many of them, stood for more than a hundred years, and many of them were good for a longer period.

The carpenter and builder of a century or more ago was an important tradesman, for he had not only to construct the building but also to prepare the plans, if any were used. There were no architects in those days. The buildings were seldom of more than one story, but they were thoroughly built, and sufficient timber was used to make several buildings such as are being put up at the present time.

At the present time there are a very large number of contractors and builders in the city, and many of them have a national reputation.

Among some of the contractors and builders of fifty years ago who were most prominent we find the names of Joseph Coburn, Luther Slade, Francis Winter, Standish & Woodbury, Greenleaf, Cushing & Adams, Luther A. Roby, Jeremiah Harrigan and Charles T. Derry.

Those who make up the list to-day are too well known to need further introduction. The following is the list:

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Berry, Jacob W., 473 Cambridge, Alls.
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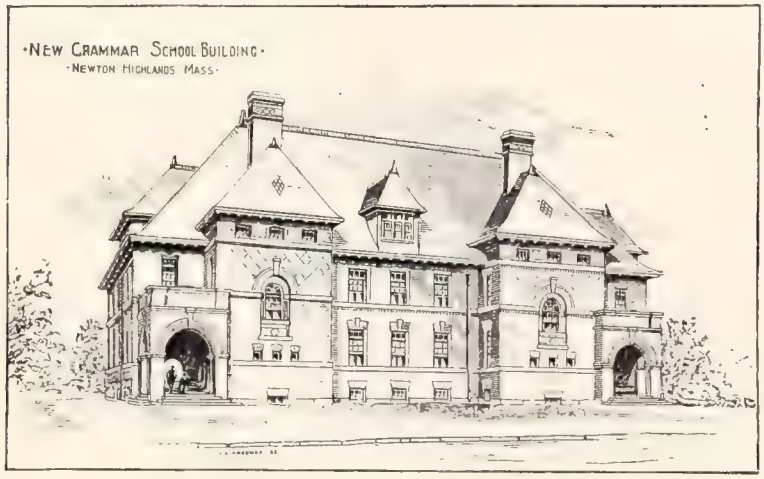
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Wylie, Charles, 33 Province
Wyman, J. A., 51 Buckingham
Wyman, H. N., rear 643 Washington, Dor.
Yerrick, J., 72 Hampden
Young Bros., 3 Winchester

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Bailey & Co., 6 Bowker
Baker, George G., 166 Devonshire
Barker, George H., 680 Saratoga
Barrett, U., 389 Tremont
Baxter, Chas. W., rear 30 Bedford
Bennett, E. A., 1403 Dorchester av.
Blaisdell, George S., 80 Minot, Nep.
Bosquet, Fred, 17 Otis
Brackett, G. A. & S. W., 59 Warren, Rox.
Brennan, S. & Co., 179 Cambridge
Bresnahan, P. & Co., 93 Travers

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Carlton, G. E., 46 Trumbull and 137 W. Brookline
Chubbuck, James T., Monson, Mat.
Clark, Wm. L. & Co., 17 Milk, rm. 24
Cleary, Peter R., 696 Dorchester av.
Cleverly, T. F., 786 Washington, Dor.
Cole, Cyrus W., 73 Essex
Connery, David, 56 Charles
Connery & Wentworth, 22 Pemberton sq.
Connolly, T. H., 43 Warren, Rox.
Cooke, Charles M., 166 Devonshire
Corbett, Thomas, 1652 Washington
Cox, W. B., 226 Pleasant
Curtin, D. T., 9 Greenwood av. J. P.
Curtis, Thomas S., 57 River
Cutting, Bardwell, & Co., 166 Devonshire
Davison, H. E., 36 Cohasset
Day, C. E., 328 Chelsea, E. B.
Dean, George A., 45 Howard av.
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Dennett, Erastus & Son, 10 Chardon
Dewing, Benjamin F., 17 Otis
Dix, Milo S., 373 Tremont
Dodge, Charles A., 244 A and 166 Devonshire
Dodge, Charles H., 166 Devonshire and 23 Common
Dodge, George, 18 Harvard, Dor.
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Donovan & Brock, 38 Winthrop, Chsn.
Driscoll, K., 17 Otis
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Fagan, James, 166 Devonshire
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Jacobs, J. S. & Son, 166 Devonshire
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Jenkins, Joseph W., 1502 Dorchester av.
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Jones, Arthur D., 76 Kingston
Jones, David C., 4 Sawyer
Jones, E. M., 75 Warren, Rox.
Keening & Strout Bros., 166 Devonshire
Kelley, John, 166 Devonshire
Knight, C. H. & Co., 38 Rossiter
Lake, A. F., 23 Adams, Dor.
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Litchfield, T. T., 11 Chapman pl.
Littlefield, R., head of Tufts wharf
Lombard, J. H., 85 Warren, Rox.
Lorden, D. P., 135 Dover
Lovering, J. P., 166 Devonshire
Lowe, E. J., 894 Tremont
Lunt, J. W. & J. R., 11 Roxbury
Lynch, E., 211 W. Springfield
Lyons, Thomas J., 166 Devonshire
Mack & Moore, 22 Chapman pl.
Mansfield, S. W., 25 Harvard
Marston, L. K., 166 Devonshire
Mayers, Robert R. & Co., 18 Dix, Dor.
McArdle, James W., 78 Sudbury
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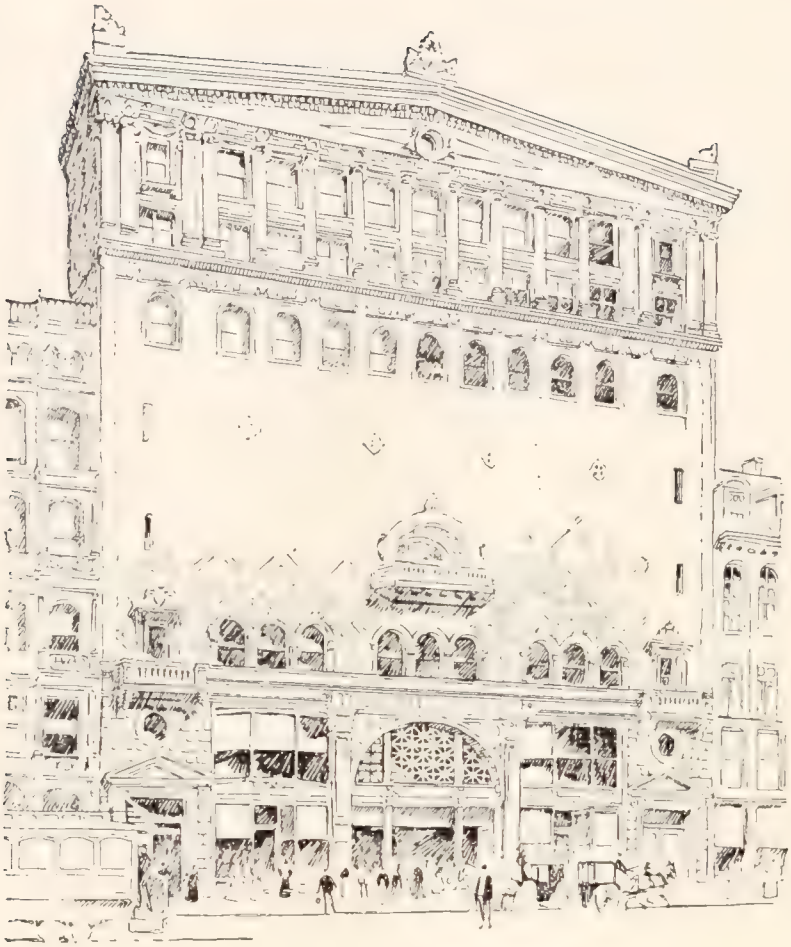
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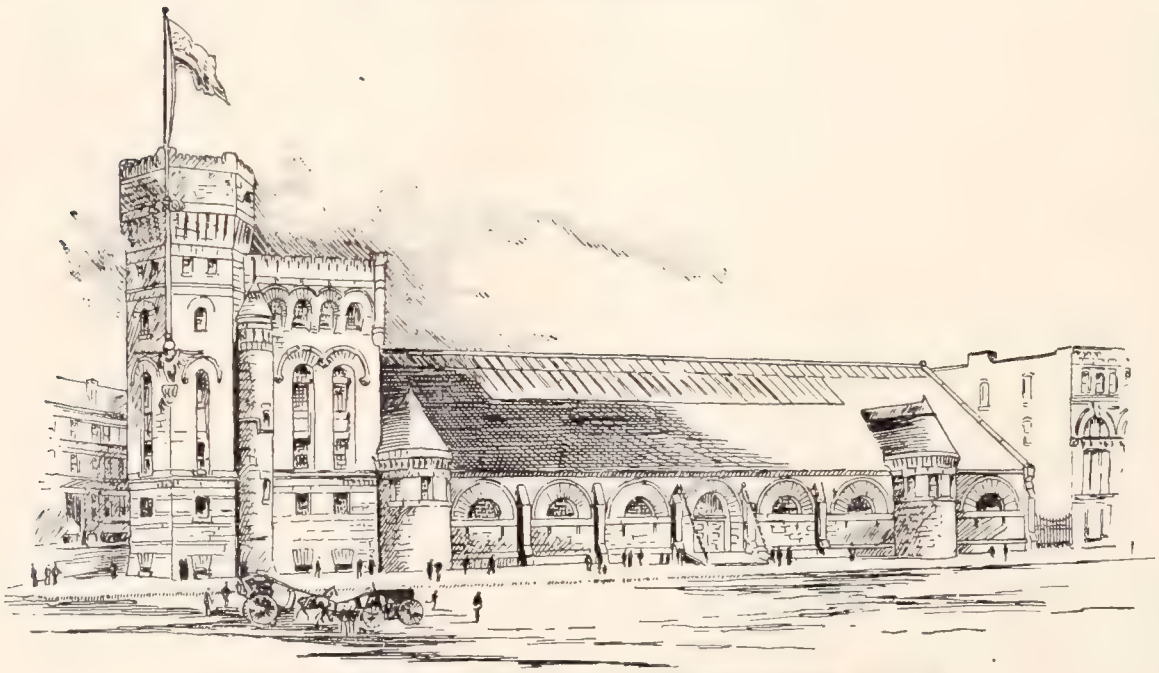


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Facts relating to its early history are very meagre, but we take the following sketch from a little book issued by the Exchange, which gives some interesting facts.

The first meeting place was around the pump, below the State House, on State Street, which has long since been removed. The severity of our New England climate caused them to seek a more comfortable place to hold their meetings, and a room was secured in the basement, or cellar, near the old pump, and occupied by Mr. C. K. Nichols, the builder of the old "Cockerel" church, so called, on Hanover Street, which was taken down several years ago to make room for a more modern structure. This place was known as the "hole in the ground" and as meetings were held but twice each week, "Wednesdays and Saturdays," it served their purpose for several years, when new quarters were taken on the corner of State and Devonshire streets. After a ten years' stay at this place, more comfortable quarters were secured on the corner of State Street and what was then called Wilson's Lane. The march of improvement demanded the extension of Devonshire Street to Dock Square, and they were forced to look for a new home. Rooms were secured on Court Street, near Franklin Avenue, where the Exchange remained until 1873, when the increase in membership required more commodious quarters, and the location, 35 Hawley Street, was leased and fitted up for their accommodation. An act of incorporation was granted by the Legislature of 1881, under which the association reorganized. By referring to the membership list of the early days of the Exchange we find the names of such contractors and builders as Joseph Coburn, Luther Slade, Francis Winter, and firms such as Standish & Woodbury, and Greenleaf, Cushing & Adams, who have left behind them a reputation long to be remembered. And to-day following in their illustrious footsteps may be found at the association on every business day contractors and tradesmen representing every mechanical industry.

Among those of the first members of the association, who are still active in business pursuits, we find Luther A. Roby, Jeremiah Harrigan and Capt. Charles T. Derry. Mr. Roby, in the early days of his business career, furnished timber and lumber for the ship-building industry at Medford, Mass., when such men as Samuel Lapham, Jotham Stetson, Paul Curtis, Thatcher Magoon, and James O. Curtis, all now deceased, were in their prime and largely engaged in the building of vessels. For a great many years the ship industry of East Boston has depended largely upon Mr. Roby for its supply of timber. Besides the large amount of ship timber supplied by him, for more than twenty years he furnished all the piles which the wharves and bridges of the North End of Boston rest upon. Jeremiah Harrigan, one of the pioneers of the roofing trade, was a member of the association for nearly forty years. One more of the older members, who is entitled to special mention, is Capt. Charles T. Derry, who became a member when the association met around the " old pump " on State Street.

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The purpose of the new organization is and ever has been to make membership in the association a reasonable assurance to the public of the skill, honesty and responsibility of its members; to provide methods and means whereby members may secure fair dealing among themselves and between themselves and the public; and also to secure uniformity of action on such general principles as may from time to time be decided upon as best for the welfare of all concerned.

From that beginning the new organization has steadily advanced, until now it is one of the most respected organizations of business men in the city. Its membership has increased from sixty-eight to about three hundred firms, while many applicants for admission have been refused as undesirable.

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Bailey, E. W. & Co., Doors, Windows and Blinds.
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Baldwin & Emerson, North River Blue Stone.
Barker, William P., Granite Worker.
Barnard, George A., Roofer.
Barbour-Stockwell Co., Iron Workers.
Bay State Brick Co., Brick Manufacturers.
Bearse, Owen & Son, Lumber.
Berry & Ferguson, Masons' Supplies.
Berry & Watson, Carpenter Builders.
Blacker & Shepard, Lumber.
Blair, Isaac, & Co., Building Movers.
Blandford Brick and Tile Co., Brick Manufacturers.
Bogart, I. H., Carpenter Builder.
Boston Plate and Window Glass Co., Window Glass.
Bosworth & French, Plumbers.
Bowker, Torrey & Co., Marble Workers.
Briggs Brothers, Stair Builders.
Brookfield Brick Co., Brick Manufacturers.
Buck, T. H. & Co., Lumber.
Buerkel & Co., Plumbers and Steam Fitters.
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Casey, Thomas, Brick Manufacturer.
Cavanagh, George H., Pile Driver, etc.
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Connecticut River Lumber Co., Lumber.
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Crafts, Henry's Sons, Masons' Supplies.
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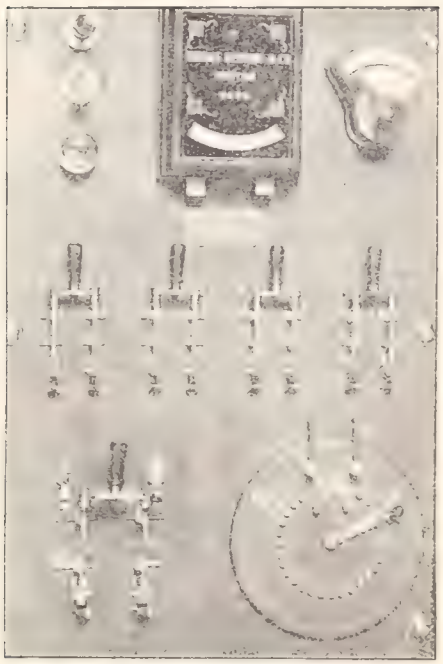
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THE sanitary condition of Boston will bear favorable comparison with that of any city in the country. The laws are very strict in regard to the plumbing and other sanitary arrangements and the plumbers are held to a close observance of the of the laws. The sanitary affairs of the city are under the supervision of the board of health while the construction of plumbing is under the supervision of the building department.

One of the most important trades in connection with modern building is that of the sanitary plumber, and it holds a prominent position in the building up of the city. Speaking of the matter, a writer in the *Architectural Record* says: "It engages the attention of the architect in a marked degree, partly because of the newly awakened interest in all that pertains to healthy home surroundings, but in a greater measure because of the fact that in the principal cities of the country the practice of the trade of plumbing is regulated by law, and architect, owner and plumber are bound to an adherence to the requirements of the State plumbing law or the municipal ordinance, according to circumstances. At first sight, the prominence given to the plumbing work in a building suggests an inquiry as to the 'reason why.' This is easily explained. The purpose to be effected by the work of the plumber is the safe removal of the sewage and waste matters of the house to the public sewer or some other accepted place of deposit, the introduction of a proper water supply, and the exclusion from the building of sewer air, laden as it is with the germs of disease.'

Although the conditions and progressive methods of the present time are far in advance of those of ancient times, still the matter of a proper regard for health by sanitary arrangements was not wholly disregarded by the ancients. The same writer quoted above says: "Sewerage and drainage, water supply in dwellings, exclusion of sewer gas and ventilation of sewers, all of which are dwelt upon at the present day as being indispensable to healthy living, were enjoyed as far back as a thousand years or more before the Christian era. The great sewer of ancient Rome, the Cloaca Maxima, commenced 2,500 years ago, and still existing, bears evidence to the importance attached to sewage works, and it is worthy of note that the existence of sewer gas was as well known to the ancients as to the sanitarians of our own time. In Justinian's 'Digest,' completed Anno Domino 534, it is stated that 'the Prætor took care that all sewers should be cleaned and repaired for the health of the citizens, because uncleaned or unrepaired sewers threaten a pestilential atmosphere and are dangerous.'

"In the same manner the water supply for use in houses was made a matter of paramount importance, and in Rome, in the closing days of the Republic, there were no less than nine aqueducts traversing the city and supplying water in the houses. In the reign of the Emperor Augustus the water system was as closely regulated as it is to-day in most of our American cities. Severe penalties for misuse of water were imposed, and rules adopted for its distribution were formulated and enforced with the utmost exactness."

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BRIGHTON, - - MASS.

Jobbing promptly attended to.

While in those early times there were no Boards of Water Commissioners, Departments of Public Health, and other similar commissions, such as we have at the present time, yet there were men who had the matter in charge, and they looked after the matter fully as carefully and rigorously as do those chosen for the same purpose at the present time, and the systems were admirably equipped, and the details arranged and looked after in a most systematic and orderly fashion.

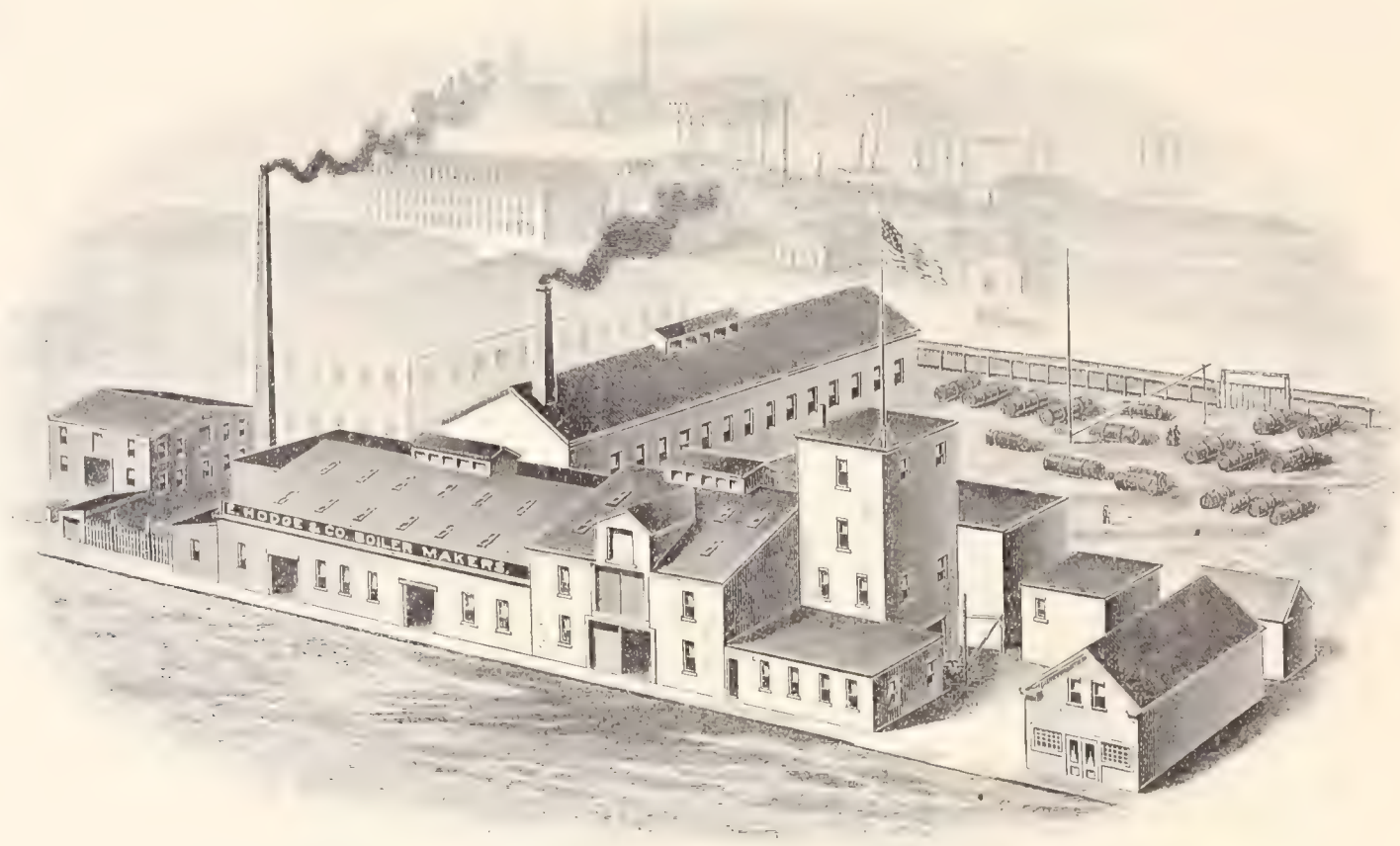
Quoting again from the writer above referred to, he says, speaking of the plumber of the olden time and his work: "Speaking as we are at this point of the ancient plumber, him who flourished when the Roman aqueducts were in full operation, we are unable to define with any degree of accuracy at what point the limits of his trade were set. The records which come down to us of the baths in the ancient cities of the East, in which so much lead pipe had been used, show beyond question that the plumber was in demand, as the lead pipe of that period was the work of his hands. There does not appear to be any information extant as to the method of pipe construction before the Roman era, but it is generally supposed that the Roman plumbers borrowed their methods from those of Babylon and other ancient cities. They manufactured their pipes from sheet lead cut in strips of the required width, so that when folded over and the edges united by solder a tube of the required diameter was completed. The pipes were made up in lengths of ten feet, and in a variety of bore from one to twelve inches, the thickness of the sheets varying in accordance with the diameter of the pipe."

Coming down to a later date, we find the plumber at his trade in England in the fourteenth century, where his sphere of usefulness had become considerably enlarged; and we learn that he extended his operations to the covering of roofs with sheet lead, and making the gutters, and conductors for carrying off the rain water. He also made coffins, and various other things that could be fashioned from lead. No doubt the plumber of those early days was quite as important a tradesman as he is to-day, but he was under altogether different conditions, as there was at that time no legislation regulating his work, although it was the plumbers themselves that first took up the matter of legislation affecting their trade. In the year 1365, the Plumbers of London secured the passage of the following statute, for "trade protection," as a result of a loss of confidence in the individual honesty of the members of the Guild to which they belonged:

"May it please the honorable men and wise, the Mayor, Recorder and Aldermen of London, to grant unto the plumbers of the said city the points that here follow:

"In the first place, that no one of the trade of plumbers shall meddle with the works touching such trade within the said city or take house or apprentice or other workmen in the same if he be not free of the city, and that by assent of the best and most skilled men in the said trade testifying that he knows how well and lawfully to work, and to do his work that so the trade may not be scandalized or the Commonalty damaged and deceived by those who do not know their trade. Also, that no one of the said trade shall take an apprentice for less than seven years, and that he shall have him enrolled within the first year, and at the end of his term shall make him take up his freedom according to the usage of the said city.

"Also, that everyone of the trade shall do his work well and lawfully, and shall use lawful weights as well in selling as in buying without any deceit or evil intent against anyone, and that for working a clove of lead for gutters or for roofs of houses he shall take only one



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halfpenny, and for working a clove for furnaces, *tappetroughes*, belfries and conduit pipes one penny, and for the waste of a wey of lead when newly molten he shall have an allowance of two cloves as has been the usage heretofore.

"Also, that no one for singular profit shall engross lead coming to the same city for sale to the damage of the Commonalty, but that all persons of this said trade as well poor or rich as may wish shall be partners therein at their desire. And that no one himself or by another shall buy old lead that is on sale or shall be within the said city or without to sell it again to the folks of the said trade and enhance the price of lead to the damage of all the Commonalty.

"Also that no one of the said trade shall buy stripped lead of the assistants to tilers, 'laggers' or masons or of women who cannot find warranty for the same. And if any shall do so himself or by his servants, or if anyone be found stealing lead, tin or nails in the place where he works he shall be ousted from the said trade forever at the will and ordinance of the good folks of such trade.

"Also, that no one of the said trade shall oust another from his work undertaken or begun or shall take away his customers or his employers to his damage by enticement through carpenters, masons, tilers or other persons, as he would answer for damage so inflicted by good consideration of the masters of the trade.

"And if anyone shall be found guilty under anyone of the articles aforesaid let him pay to the Chamber of Guildhall in London for the first offense forty pence, for the second half a mark, for the third twenty shillings and for the fourth ten pounds or else forswear the trade."

So far as can be learned this statute still stands, there being no record of its repeal.

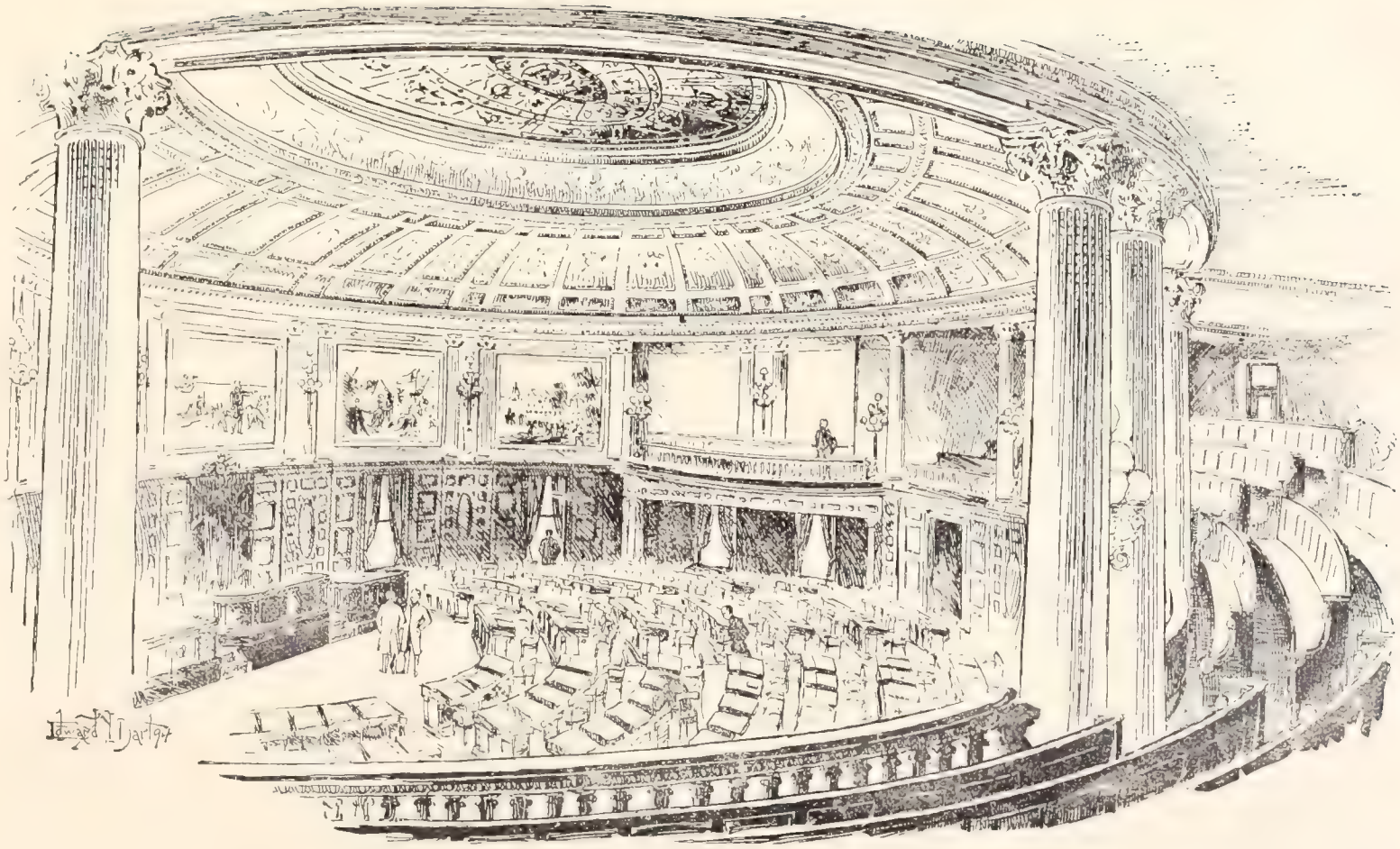
This was, as near as can be learned, the beginning of plumbing legislation.

It appears from the records relating to the introduction of water pipes for dwelling houses and other buildings, that these were at first "no larger than a goose quill" and the plumbers business in this line was rather limited. But as the demand increased and the water supply was made more plentiful and certain by the use of metal mains, his business increased.

The history of the sanitation and sanitary legislation in America dates back to a very early period in the settlement of the country, but there was not much of interest recorded until the middle of the eighteenth century, at which time we find several of the larger cities building water works and arranging for a supply for general use; and this, of course, opened up the business for the plumbers, and their trade began to assume considerable importance in connection with the building up of the cities.

As the laws relating to the plumbing trade are printed in connection with the building laws, we will not repeat them here. The plumbers of Boston are among the best in country, and the quality of work done speaks well for their skill and ability, as well as for the careful regard they have for the laws regulating the trade. Following is a list of the plumbers of the city:

Adcock, John H., 40 LaGrange.
Anderson & Johnson, 144 Richmond.
Arkinson, W. F., & Co., 51 Buckingham.
Baker, W. F., & Co., 42 Park, Chsn.
Baldwin, Charles E., 35 Clarendon.
Barnett, B., 91 Leverett.
Barrett, John R., 241 Federal.
Barry, Joseph W., 1 Park, Chsn.
Bartlett, F. S., & Co., 5 Bennington.
Bassnett, John, 42 Bow.
Bates, B. G., 163 Vernon.
Bollington, F. A., 19 G.



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Bowen & Whalen, 1578 Tremont.
Boyce, William J., 2038 Washington.
Boyd, J. S., 170 Centre.
Boyd, R. E., 1882 Dorchester av.
Boyd, Wm., 1198 Harrison av.
Boyden, L. E., 18 Brattle sq.
Bramhall & Co., 10 Blue Hill av.
Branch, George W., 20 Union.
Bray, Charles A., 155 Eliot.
Brown, Joseph, & Co., 7 Burroughs, J. P.
Brown, Robert F., 18 Cambria.
Brown, S. C. & Co. Centre, W. R.
Browning, James, & Co., 202 Bunker Hill.
Buckley, Daniel, 486 W. Broadway
Buerkel & Co., 28 Union Park st.
Burns, Richard W., 104 W. Cedar.
Callahan, E. F., 12½ Decatur.
Callahan, J., 78 Dover.
Cantwell, M., 71 Pitts.
Capper, T. H., & Son, 122 Mt. Vernon.
Carey, Thomas, 1160 Tremont.
Carley, P. F., 16 Huntington av.
Carruthers, H., & Co., 5 Henry,
Center, G. W., 290 E. Eighth.
Clark, J. J., 171 Charlestown.
Cleaves, Stephen A., rear 631 Washington, Dor.
Clegg, Samuel, 16 East.
Cluney, James C., 6 Union Park st.
Cobb, F. E., River, cor. Oakland, Mat.
Cobleigh, B. F., Jr., Brandon, corner Birch, Ros.
Collins, D. H., 232 Commercial.
Collins, M. & H. H., 121 Dudley.
Collins, M. W., 20 Tufts, Chsn.
Conlon, John P., & Co., 3 Stoddard.
Connor, James, 89 West Concord.
Cooper, John, 144 Harrison av., residence 11 Mills, Rox.
Cosden, John W., & Co., 293 Hanover and 246 Massachusetts av.
Costa Bros., 40 Warren, Rox.
Craig & Conley, 115 Purchase.
Crawford, John, 41 Howard.
Crawford & Young, 321 Warren, Rox.
Cronin, D. S., 2132 Washington.
Cronin, C. H., 85 Charles.
Crosby, M. D., 172 Pynchon.
Crowley, Jas. J., 88 Boylston, J. P.
Crowley, Timothy, 333 North.
Crozier, I. W., 30 West Canton.
Cummings, Jas., 1101 Dorchester av.
Cunningham, L., 570 Shawmut av.
Darlow, George W., 2 Shepard, Br.
Dean Bros., Whitfield.
Delany, J. S., 6½ Staniford.
Densmore, C. B., 306 Codman.
Denyn, R. F., rear 15 Main.
Devlin, Thomas, 392 Commercial.
Doherty, John A., 862 Dorchester av.
Donlan, John F., under Hotel Berkeley.
Donnelly & McCart, 467 Main.
Dooley, Thomas F., 49 River.
Dorsey, Bernard, Neponset av., near Minot.
Driscoll, C. F., & Co., 100 Essex.
Drury, Thomas J., & Co., 60 Endicott.
Duggan, Edward, 6 Linden Park st.
Duggan, P. J., 288 Harrison av.
Duggan, Thomas H., 141 Dartmouth.
Dwyer, J. F., 114 Market, Br.
Dwyer, William, 82 Chardon.
Edgarton, John, 187½ Centre.
Fallon, Joseph M., 734 Centre, J. P.
Farrell, M. F., 188 Sumner, E. B.
Finkelstein, C. J., & Co., 48 Cross.
Finneran, W. F., 15 Hyde Park av.
Finnerty, Daniel G., 178 Boylston and 25 Charles.
Fitzgerald, D. J., 2731 Washington.
Fitzpatrick, W. J., 32 Pemberton sq.
Flynn, Eugene, 236 Harrison av.
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Gaddis, L., 78 Harrison av.
Gallagher, Thomas S., & Co., 22 Travers.

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Grant, John B., 3 Wheeler.
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Hanna, W. J., & Son, 709 Boylston.
Harold, Michael, 20 LaGrange.
Hartnett, Florence J., 3 Shawmut.
Hartnett, John, 126 London, E. B.
Hawthorne & Co., 65 Federal.
Hayes, James H., 793 Tremont.
Hayes & Mulvee, 526 Dudley.
Henderson, J. B., 131 Chelsea, Chsn.
Hersum, Arthur L., 27 Province.
Hoffecker, A., 107 Clinton, Rox.
Horgan, D. A., 187 Warren, Rox.
Houghton, J. F., & Son, 99 Green, J. P.
Howe, H. A., 226 E. Eighth.
Hoyt, F. J., Standish.
Hurley, P. G., 121 Pynchon.
Hussey, Henry, & Co., 71 Kingston.
Johnson, Wm. A., 77 Dover.
Johnson, Wm. B., 17 Malden.
Johnston, T. E., 142 Dorchester av.
Jones, James G., 4 School, Chsn.
Keane, M. J., 514 Tremont.
Kearney, M. O., 4 Blossom.
Kelleher & Gardner, 347½ Shawmut av.
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Kelley, J. P., 10 Roxbury.
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Kelly, John C., 1246 Tremont.
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Killian, John H., 95 Eustis.
King, Chas., & Co., 152 Sumner, E. B.
Kinnaly, Daniel J., 126 Emerson.
LaChapelle, A. P., 289 Causeway.
Leishman, A., 46 Pleasant.
Lennon, James P., 692 Parker.
Lewis, D. J., 22 Marshall.
Loudon Bros., 36 Province.
Lovett, T. F., 192 Shawmut av.
Lowell, R. M., 36 Brattle.
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Madden, T. F., 509 Dudley.
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McDonald, Thomas H., 1644 Washington.
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McGonigle, W. F., 9 Staniford.
McKenna, William N., & Co., 60 Anderson.
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Reardon, W. B., 384A Warren, Rox.
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Riley, Jas. H., & Co., 10 Minot, Nep.
Riley, Peter A., 8 Walnut av.
Riley & Hill, 85 Joy.
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Rowen Bros., 45 Green, J. P.
Russell, Daniel, 18 Howard.
Ryan, James F., 12A Cherry.
Schlicht & McPhail, 679 Saratoga.
Scigliano, M. P., 119 Richmond.
Scott, A. J. & A., 6 West Canton.
Shannon, D., 98 West Dedham.
Sharpe, T. E., 4 Province ct.
Shea & Smith, 331 Washington, Br.
Sheridan, W. R., 4 Broad.
Sheriffs, Wm. E., 70 Broad.
Slattery, Richard P., & Co., 78 Essex.
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Smith & Forbes, 107 West Dedham and 4 Ivanhoe.
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Walters, J. A., & Co., 24 Burroughs, J. P.
Ward, T. F., 157 Green, J. P.
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Boyd, Robert E.
Boyd, William.
Bramhall, William.
Bray, C. A.
Bromwich, Chas. M.
Brown, Robert F.
Buerkel, J. F.
Cantwell, M.
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Carley, P. F.
Carruthers, Henry.
Collins, H. H.
Conlon, J. P.
Cosden, John W.
Costa, Joseph E.
Coughlin, T. J.
Cobb, F. E.
Cooper, John.
Craig, David.
Cram, A. W.
Crawford, John.
Crawford, James.
Cronin, C. H.
Crosby, M. D.
Crowley, J. J.
Crowley, Timothy.
Crozier, I. W.
Cunningham, L.
Curtain, A. F.
Darlow, George W.
Davlin, M. F.
Davlin, James F.
Denvir, R. F.
Donlon, J. F.
Drury, Thomas J.
Dugan, P. J.
Duggan, T. H.
Dwyer, J. F.
Dwyer, T. E.
Finneran, Wm. F.
Finnerty, Daniel G.
Fitzpatrick, Wm. J.
Forbes, George C.
Fratus, Manuel S.
French, J. Warren.
French, W. H.
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Hayes, J. H.
Hayes, Patrick W.
Hoffecker, A.
Hooper, Forrest.
Horgan, D. A.
Hoyt, F. J.
Hurley, David F.
Johnson, F. O.
Johnson, W. A.
Johnson, W. B.
Johnston, T. E.
Keane, M. J.
Kelly, Edward C.
Kelly, J. C.
Kelly, M. F.
Kelley, J. J.
Kelley, J. P.
Kenrick, A. E.
Kenrick, M. F.
Kinnaly, D. J.
Knowles, Alfred H.
Killian, John H.
Keyes, Wm. F.
LaChappelle, A. P.
Lewis, D. J.
Linnehan, C. J.
London, A.
Lumb, William.
Mansfield, C. J.
Martin, Thomas F.
McCoole, John C.
McDonald, T. H.
McKenna, W. N.
McLaughlin, J. C.
Meech, J. H.
Mills, Edwin.
Mitchell, Wm. H.
Moore, Edward.
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Nettles, S.
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Pearce, W. A.
Perry, James P.
Pierce, F. H.
Poole, J. G.
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Rhodes, J.
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Riley, Isaac.
Russell, D.
Shannon, Daniel.
Sharpe, Thomas E.
Shattuck, R. W.
Shaunessay, J. C.
Shea, Arthur.
Sheriffs, Wm. E.
Smith, David.
Smith, Hubert T.
Stanley, John.
Steele, Wm.
Tancred, James P.
Theall, George H.
Thompson, George E.
Tierney, J. J.
Titus, Frank A.
Tombs, Henry W.
Touchet, Albert E.
Tucker, Isaac N.
Tucker, James.
Tucker, J. C. M.
Tucker, Nath'l W.
Tucker, Wm. A.
Tully, John K.
Tute, Thomas J.
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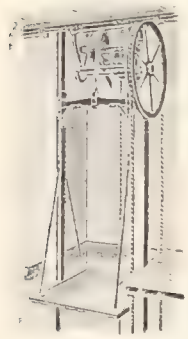
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WHILE the Boston of to-day is one of the most beautiful cities in the world from an architectural point of view, displaying, as it does, many of the most perfect examples of the art, the Boston of two centuries age contained but little to attract the eye in the design and construction of the buildings which gave little else than the merest shelter to their owners and their families. It is not, therefore, because of their elaborate design or outwardly attractive appearance that we are interested in those early houses and other buildings; but because of the associations that cluster about them, and for the part they played in the early history of the country. The early pioneers — those noble, heroic, and self-sacrificing men and women, who by their own self-denial, their love of liberty, and their devotion to a grand and noble purpose, laid the foundation for the great metropolis which has since been built — had but little use for the services of a skilled architect in the designing and construction of the rude log houses which at first served as a shelter for themselves and their families. They, however, served the immediate necessity, and within these humble dwellings was bred and fostered that spirit of loyalty and patriotism which, in the eventful years that followed, gave to this country the freedom and liberty which characterizes it among the nations of the world as at once the most progressive and patriotic — the "land of the free and the home of the brave." But the same spirit which at first prompted the early settlers to deeds of self-denial and self-sacrifice, prompted them to the development of more elaborate conveniences and comforts as they saw the fruits of their labor increasing and the means for supplying their wants more abundant. Even then, there was no display of extravagant outward show. It was to escape this, and its accompanying evils, that they had left their mother country, where they had learned to look upon it as the blazonry of "low ambition and the pride of kings."

We learn from the few illustrations which have preserved for us the general appearance of the first houses erected in Boston, that they were of a single story in height, built of logs and with low thatched roofs, the most primitive construction of civilized men. But they were the homes of a noble race. The next type of building was a frame structure with a rude chimney of logs, plastered with mud or clay. But as the town grew and the number of houses increased there arose a danger from this class of buildings, which in time became so serious as to call for a "revolution" in the style of the building, as well as in the material used in portions of its construction. The wooden chimney was succeeded by one of brick or tile, and a less tinder-like material was substituted for thatch in the roof. Then, as the number of families increased, as well as the number which each family contained, making additional room and more accommodations necessary, the style of building was again changed, and we find the house with two stories, with the backward slope of the roof carried down to within eight or ten feet of the ground. Of this style of building there are still standing several well-preserved specimens. The next step, with a view to increased roominess without additional area being covered, was in the

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adoption of the gambrel roof. In all of these there was little architectural skill displayed. The framework was square and plain, without ornamentation or individuality.

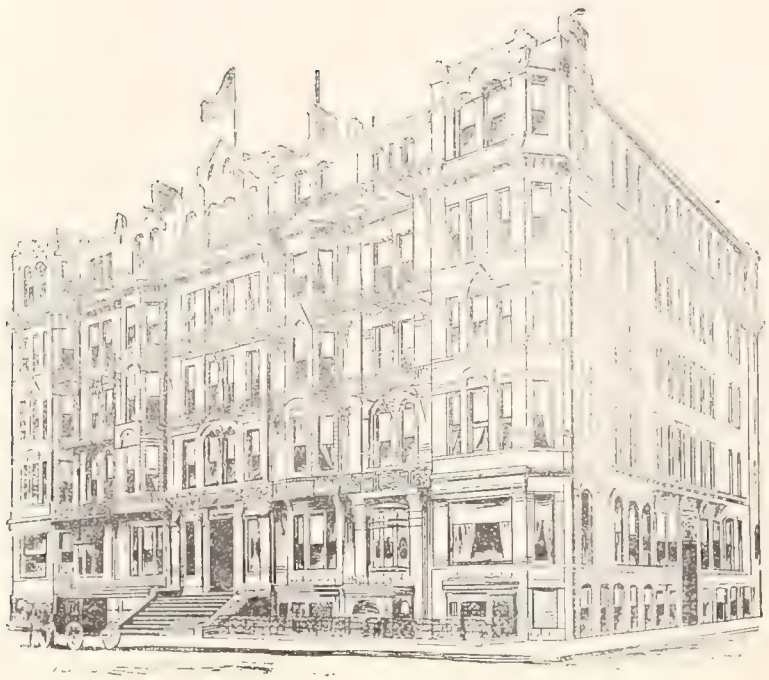
Gradually, however, as the puritanical spirit of the first settlers began to wear away and the wealth of the colony increased, it was but natural that there should begin to be shown a more lavish display of that wealth, and we find that it took shape in the form of "stately residences and elegant public buildings," in the design of which "the architects of the day displayed considerable taste and skill."

It was not, however, until after the close of the Revolution, that the architecture which has since been displayed began to be developed in a professional sense. The troublesome times which immediately preceded the breaking out of the war that resulted so triumphantly for the colonists, had a paralyzing effect upon business generally, and for a time very little was done in the way of building. But the close of the war marked a new era in the growth of the town, as well as in the style and construction of buildings.

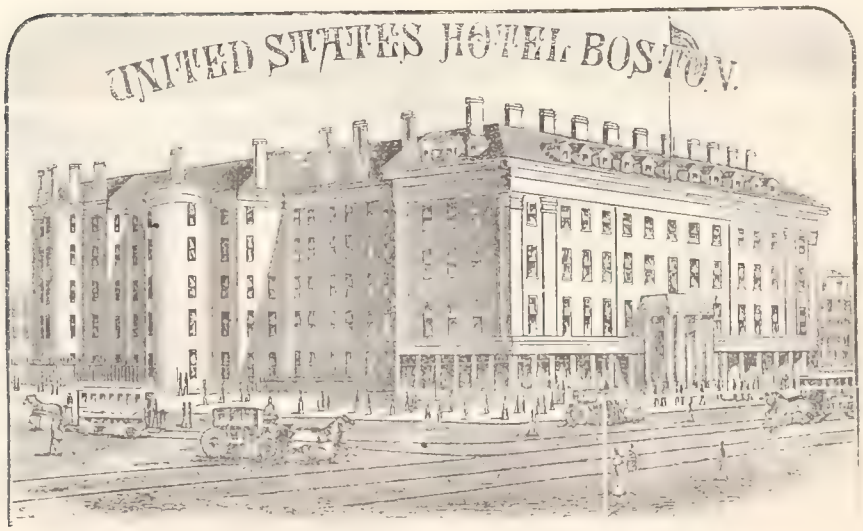
The real history of the architecture and architects of Boston begins with the return of prosperity which followed the successful issues of the war toward the close of the last century, and it was at this time that the pioneer of the profession in Boston first began to practice the art, which, for more than forty years, he followed with gratifying results, leaving, as lasting monuments to his masterly skill and artistic eye, many solid and substantial buildings that are still pointed to with pride, as among the best examples of modern architecture.

Charles Bulfinch, the first professional architect in New England, was born in Boston in 1763, and was a graduate from Cambridge college in 1781. That he was "born to the art" is manifest in the development of his life's work and its results. After leaving college he entered a counting-room, where, owing to the depressed condition of business, he found much leisure time, which he devoted to the study of such works on architecture as the times afforded. At the age of twenty-one he had become so thoroughly interested in his favorite subject that he went to Europe, where he traveled for a year or two, returning "with his career quite clearly determined in his own mind." That he made a wise choice no one will doubt who sees the result in the State House on Beacon Hill, the Massachusetts General Hospital, University Hall at Cambridge, the Insane Hospital at South Boston, the State House at Augusta, Maine, and, last but not least, the Capitol at Washington, beside a score of other buildings, that have been destroyed by fire or removed to make room for other and larger ones. He was eighty years of age at his death in 1844. In the "Memorial History of Boston," Charles A. Cummings pays Mr. Bulfinch the following well-deserved tribute: "The first professional architect of Boston, holding his modest way through a long life without the stimulus of competition or the encouragement of good-fellowship; without the resources of technical training or the equipment of illustrated examples of every style now ready to the hand of every beginner,—his name is in the highest degree worthy of remembrance and honor by the profession which has followed him and by the community in which he lived so long."

As a result of the work of Mr. Bulfinch, the demand for a professional designer, when new buildings were to be constructed, opened up a new field for professional work, and this demand increased as the town grew and the number and importance of the buildings progressed. Of those who came to occupy this field there are many who share with Mr.



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Bulfinch the honor of being among the designers of some of the most artistic and elaborate structures ever erected, and like him they have left their impress on the architecture of the city.

One of the first to follow in the long procession of professional architects, who have do their share in the great work of building up the city, was the son of a Petersham (Mass. carpenter, Solomon Willard. Mr. Willard was a natural mechanic. He was a good scholar, and long before he became famous as an architect he had gained distinction as a carver in wood and stone, being his own instructor. Among the productions of this nature which gained him a reputation which still lasts, are the Ionic capitals of St. Paul's, one of the oldest churches in the city; the wooden capitals of the Park Street Church steeple, and the marble panels in the front of what is now the Somerset Club building. Beside these, he made a mod of the Capitol at Washington and models of the famous old Parthenons at Athens and R At one time he gave lessons in designing, and later established himself as an archit Among the more prominent structures for which he furnished the designs are Bunker Monument, the old United States bank building, the old County Court House, and St. Pa Church.

A contemporary and co-laborer of Mr. Willard's was Alexander Parris, who it appears h practiced his profession in other places previous to his coming to Boston in 1815. Mr. Parr combined the art of engineer with that of an architect, and the results of his work are a equally divided between the two professions. In connection with Mr. Willard he built Paul's. He was also builder of Quincy Market, the Marine Hospital at Chelsea, the Arsena at Watertown, and many others. As an engineer he was for many years the constructing engineer, under the United States government, at the Charlestown navy yard.

Another of the old-time architects, more noted for the books which he wrote upon the subject than for anything in the actual practice of his profession, was Mr. Asher Benjamin. In this respect he gained both fame and fortune, as many of his books, — notably "The American Builder's Companion; the five orders of Architecture, with great alteration both in size and expense, etc.," the "Rudiments of Architecture," the "Practice of Architecture," the "Builder's Guide," and the "Architect; or Practical House Carpenter," — ran through several editions, and are still consulted.

The architect of the Tremont House, the Mechanics' Exchange, and a number of other less important buildings in the centre of the city, was Isaiah Rogers.

Most of the work of the architects above mentioned was executed in the Greek style of architecture and covers a time of which Mr. Cummings, in the "Memorial History of Boston," says, "It will be observed that this was the age in Boston of a sort of Greek revival, when not only churches like St. Paul's and public buildings like the Court House, the Bank, and the Tremont House, but even dwelling-houses must be fitted out with a portico of columns in the severest cast of Doric. Often, as in the case of the Court House, this was the only attempt at architecture in the whole building; often, as in the case of innumerable suburban houses, the great wooden columns, three or four feet in diameter, were backed by a front wall pierced by three stories of parlor and bed-room windows. Perhaps no absurdity of fashion in architecture was ever more preposterous than this."

Following this rather too free display of the gloomy Greek style of design came th

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scarcely less to be desired Gothic period, the results of which were, as the above quoted authority says, "rather more serious than in the case of the Greek revival, inasmuch as then the architects could conscientiously go to their books, and insure themselves against any too frightful solecisms by following the rules and proportions there laid down. . . . In an evil hour the fashion caught the suburban builders, and little boxes began to spring up all over Roxbury, Dorchester, and Brookline, in which the wooden skeletons were clothed with the most extravagant details into which wood could be tortured."

The next marked style to become popular was what is known as the "French-roof" style, and in some respects this presented advantages which neither of the others offered; viz., that of additional room in the upper story. Perhaps the most striking example of this style was the old "Deacon House," built in 1850 from designs by the noted French architect, M. Lemoulner, which was for many years one of the principal features of the neighborhood in which it stood, being built on a scale unusual in this country.

During the last thirty years, no one style has been followed to excess, but there has been displayed a wide range in the choice of designs and combinations of all. Architecture has been made a special study which, aided by the means at hand for observation and research in the art, has reached a very high standard of perfection, giving a variety which is a pleasing contrast to the old styles, which presented a degree of sameness that was noticable in whole streets, where the houses and buildings, one after another, were of the same general design and presented the same monotonous features.

At the present time there are a great many architects in the city, and among them are many with a national reputation for designing. Several years ago the architects of the city formed a club known as the Boston Architectural Club, its object being the study and promotion of architecture and the allied arts and to bring into social relations those interested in this object. In this club are included nearly all of the recognized architects of the city, and they have a very pleasant club-room on Tremont Place. The club has done a great deal for the development of the art and is in a very flourishing condition. Following is a

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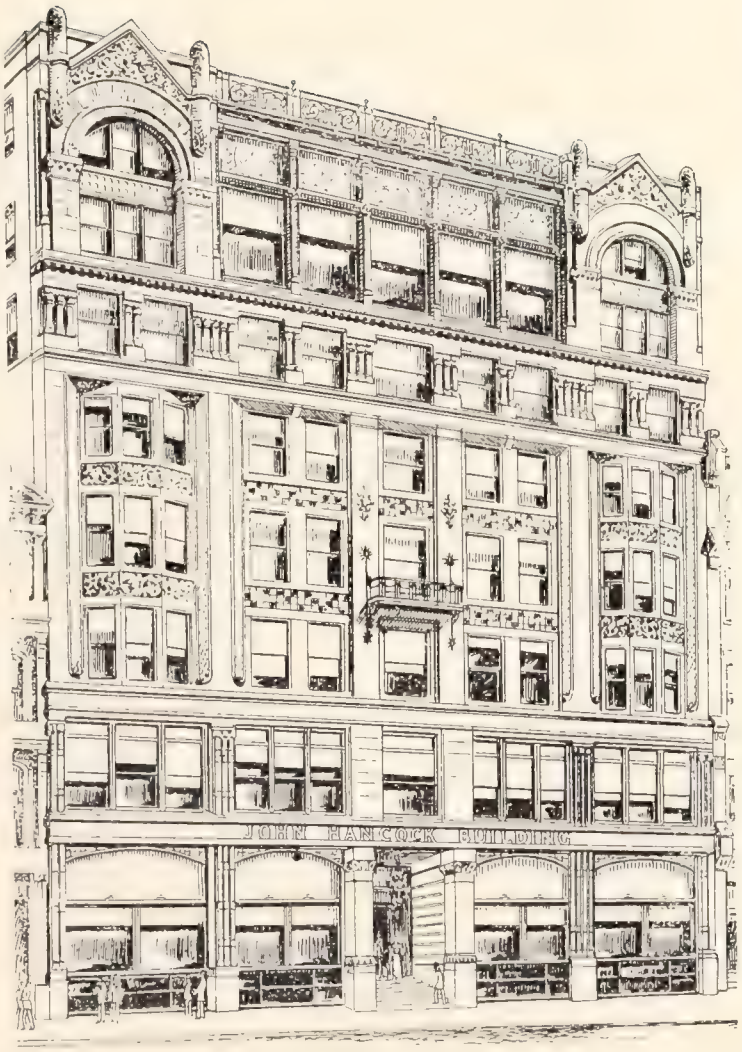
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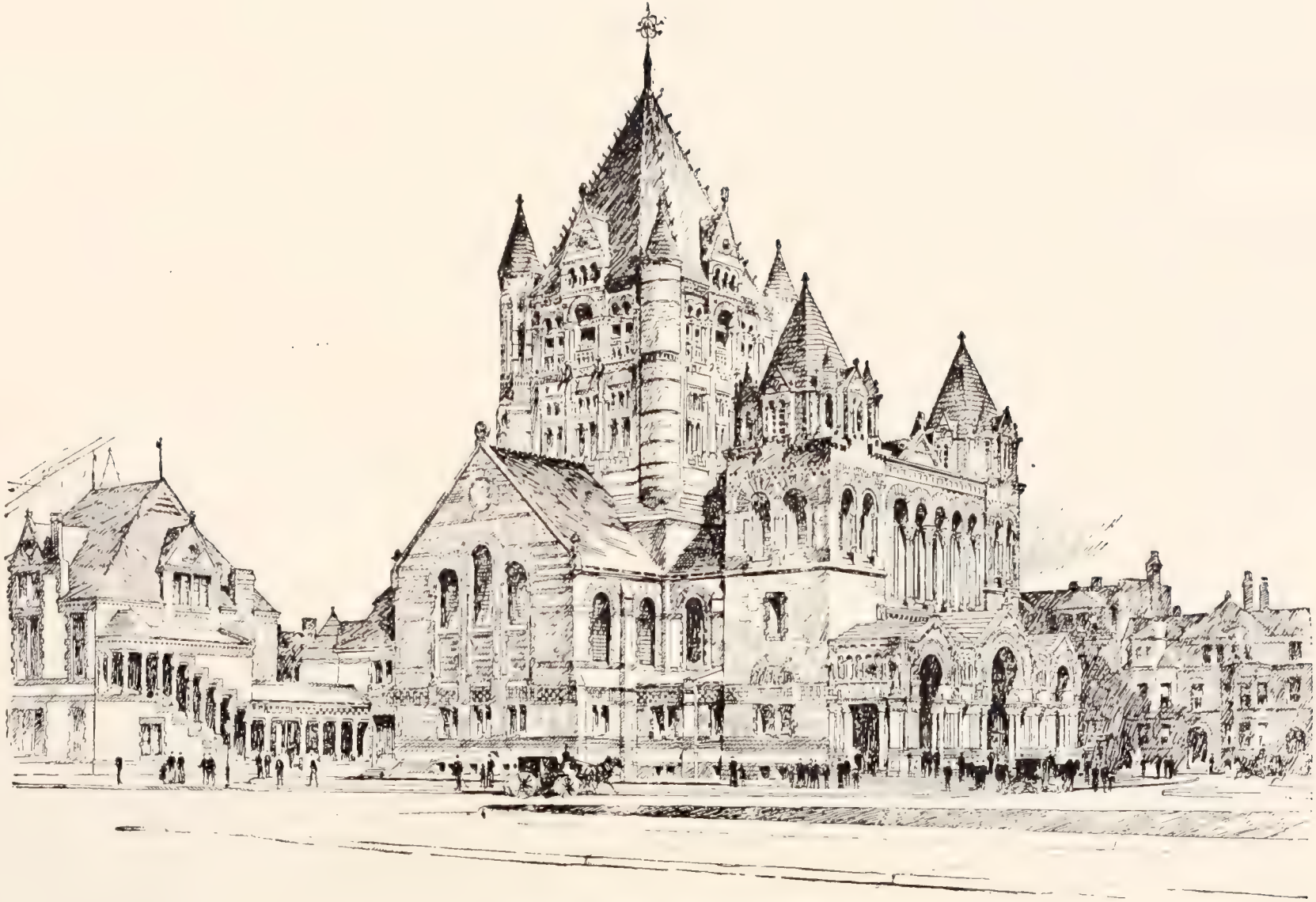


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thill, Geo. A., Woolsey blk., J. P.
pen, G. Walter, 7 Water, rm. 806.
Chandler, J. E., 85 Devonshire.
Chapman & Frazer, 89 State, rm. 105.
Chase, W. Chester, 304 Boylston.
Clark, Eugene L., 50 Bromfield.
Clark, G. F., & Co., 43 Milk (marine).
Clark, Henry P., 110 Tremont.
Clark, T. M., 22 Congress.
Clarke, William E., 28 School.
Clarke & Crosby, 17 Milk.
Clough, Geo. A., 53 Tremont, rm. 8.
Cobb, Albert W., 54 Devonshire.
Codman, Stephen R. H., 37 Studio bldg.
Coit, Robert, 113 Devonshire.
Colby, Herbert W., 296 Boylston.
Columbia Architectural and Building Association, 22 School, rm. 12.
Copeland, Fred W., 42 Court.
Cram, Wentworth & Goodhue, 53 State, rm. 1110.
Darrow, Alfred L., 113 Devonshire.
Dinsmore, William W., 28 School.
Dow, L. A., 85 Devonshire.
Driver & Dwight, 6 Beacon.
Earp, N. S., 1 Devonshire.
Eastman, Charles H., 103 Milk.
Eastman, J. S., 16 Decatur, E. B.
Eaton, John F., 28 State, rm. 45.
Emerson, Wm. R., 131 Tremont.
Evans, William E., South, corner Carolina av., J. P.
Faxon, John L., 7 Exchange pl.
Fehmer & Page, 87 Milk, rm. 46.
Fernald, Albert C., 186 Devonshire.
Fisher, Amos B., 625 Washington, Dor.
Fitzgerald, R. J., 53 State, rm. 641.
Footman, F. N., 27 School, rm. 49.
Forbush, Walter R., & Hathaway, Harold W. 6 Beacon.

Thomas Keylor & Co.,

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BRIGHTON.

P. M. BROWN,

Builder,

ROBERT ST.,

ROSLINDALE, · MASS.

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G. A. BARRON,

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Jobbing promptly and neatly done.

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Ford, P. W., 657 Washington.
Fowler, J. C., 68 Devonshire, rm. 36.
Fox, John A., 120 Tremont, rm. 93.
Frink, A., 28 State, rm. 59.
Frost, W. A., 120 Tremont.
Gay & Proctor, 12 Pearl.
Gilbert, B. L., 59A Ames bldg.
Goodwin, Wm. F., 5 Tremont, rm. 63.
Gould, Aaron H., 42 Court.
Gould, A. Warren, 178 Devonshire.
Gould, Angell & Swift, 31 Milk.
Gray, Arthur F., 53 State, rm. 932.
Greene, Joseph T., 103 Milk.
Griffin, T., 172 Washington, rm. 16.
Hall, Henry P., 167 Tremont.
Hall, John R., 4 Post Office sq., rm. 12.
Halstrom, C. A., 7 Exchange pl.
Hartwell & Richardson, 62 Devonshire.
Hasty, J. A., 68 Devonshire, rm. 37.
Hurd, W. Frank, 35 Congress, rm. 47.
Ipsen, L. S., 68 Devonshire.
Jenney, Alex. S., 3 Hamilton pl.
Joslin, Arthur W., 32 Ruggles.
Kearns, D. D., 7 Exchange pl.
Kelley, James T., 57 Mt. Vernon.
Kelley, Samuel D., 209 Washington, rm. 61.
Kendall & Stevens, 8 Oliver, rm. 19.
Kiley, John, 331 Blue Hill av.
Kingsbury & Richardson, 43 West.
Lafield, J. G., 12 Pearl.
Lavalle, John, 85 Devonshire.
Lewis, Edwin J., Jr., 9 Park.
Lewis, G. Wilton, 6 Beacon.
Lewis, W. W., 85 Water, rm. 55.
Little, Browne & Moore, 70 Kilby.
Littlefield, Walter T., 166 Devonshire, rm. 57.
Lockwood, Greene & Co., 131 Devonshire.
Longfellow, Alden & Harlow, 6 Beacon, rm. 31.
ord & Fuller, 19 Exchange pl.
oring & Phipps, 53 State, rm. 1108.
oud, Joseph Prince, 113 Devonshire.
ummus, W. W., 48 Congress.
MacKay & Dunham, 54 Devonshire.
McEachern, John, 3720 Washington.
McFarland, C. T., 10 Tremont.
McGinty, J. A., 53 State, rm. 1032.
McGinty, Wm. H., 53 State, rm. 1032.
Metcalf & Hoyt, 50 Bromfield.
Moffette, George, 34 School, rm. 42.
Montague, Frazer L., 70 Kilby.
Moore, F. H., 27 School, rm. 29.
Moore, G. Fred, 48 Hanover.
Morse, Edward P., 258 Washington.
Morse, J. H. & F. J., 85 State.
Morse, Merritt, 67 Warren, Rox.
Moseley, Herbert, 50 Bromfield.
Mulcahy, James, 43 Milk.
Murray, James, 3 Hamilton pl.
Newcomb, E. A. P., 35 Pemberton sq.
Newcomb, Levi, 8 Exchange pl.
Nichols, G. Leslie, 70 Kilby.
Nourse, H. M., 29 Pemberton sq.
Nudd, Charles, 12 Post Office sq.
Ober, J. Foster, 113 Devonshire.
Orvis, Charles, 27 Pemberton sq.
Paine, Walter J., 6 Beacon.
Park, Charles E., 5 Park.
Peabody & Stearns, 53 State, rm. 919.
Perkins & Betton, 13 School.
Peters, William Y., 6 Beacon.
Phillips, Henry A., 120 Tremont, rm. 523.
Pinkham, A. B., 43 Warren, Rox.
Pope, Fred, 209 Washington, rm. 36.
Prescott & Sidebottom, 113 Devonshire.
Preston, Henry J., 104 Water.
Preston, Wm. G., 186 Devonshire.
Putnam, John P., 27 Pemberton sq.
Quigley, William B., 1519 Washington.
Rand & Taylor, 87 Milk, rm. 34.
Rantin, Samuel, 4 Pynchon.
Rice, John H., 10 Federal.
Rice, L. Frederick, 125 Milk, rm. 73.
Richards, J. R., 55 Kilby.
Richards, Wm. P., 55 Kilby.
Rinn, J. Ph., 7 Water, rm. 901.

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and BUILDERS,

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NO. 38 BEDFORD STREET,

BOSTON, MASS.

E. W. GODFREY, Treas. and Mgr.

TELEPHONE 2764.

Robbins, Joseph, 22 School.
Rodman, W. A., 54 Devonshire.
Rotch, Arthur, 85 Devonshire.
Russell, C. A., 46½ Warren, Rox.
Russell, John W., 110 Tremont.
Sears, W. T., 70 Kilby.
Shaw & Hunnewell, 9 Park.
Sheehan, T. Edward, 1 Beacon.
Shepley, Rutan & Coolidge, 122 Ames bldg.
Silloway, T. W., 10 Park sq., rm. 8.
Sise, Lyman, 1 Beacon.
Smith, Frank Warren, 113 Devonshire rm. 73.
Smith, F. H., 144 Boylston.
Smith, J F. & G. H., 22 School.
Smith, O. F., 23 Court, rm. 418.
Snell & Gregerson, 15 Studio bldg.
Spofford, John C., 13 Exchange.
Stanwood & Morin, 10 East Springfield.
Staten, Fred H., 149 Bennington.
Stephenson, H. M., 17 Pemberton sq.
Stickney & Austin, 50 Bromfield.
Sturgis & Cabot, 19 Exchange pl.
Taylor, G. Wood, 85 Devonshire.
Taylor, William H., 296 Boylston.
Thayer, E. G., City Hall.
Thompson, S. Bayard, 113 Devonshire.
Tilden, George T., 85 Devonshire.
Tobey, S. Edwin, 10 Tremont, rm. 41.
Tracy, P. A., 75 Studio bldg. and 23 Meridian.
Tucker, Frank W., 2A Beacon.
Tudor, Frederic, 95 Milk.
Untersee, F. J., 178 Devonshire.
Van Brunt & Howe, 35 Congress.
Vaughan, Henry, 29 Pemberton sq.
Vinal, Arthur H., 19 Milk.
Wait & Cutter, 85 State, rm. 15.
Wakefield, F. M., 8 Beacon.
Wales & Holt, 22 Congress.
Walker & Kimball, 13 Walnut.
Walsh, T. F., 7 Exchange.
Ware, Wm. Rotch, 211 Tremont.
Warren & Bacon, 9 Park.
Waterhouse & Chesebrough, 50 State (naval).
Watson, Robert A., 40 Hillside.
Weissbein & Jones, 11 Tremont.
Welch, Franklin I., 36 Bromfield.
Wentworth, W. P., 8 Exchange pl.
West & Granger, 266 Washington.
Weston, F. W., 99 Equitable bldg.
Wheelwright, Arthur W., 37 Studio bldg.
Wheelwright & Haven, 6 Beacon.
Wilson, Edward I., 70 Kilby.
Winslow, W. Henry, 4 Perkins, J. P..
Winslow & Witherell, 3 Hamilton pl., rm. 94.
Woodbury, Daniel H., 120 Tremont, rm. 623.
Woodcock, S. S., 40 State, rm. 47.
Zerrahn, F. E., 9 Hamilton pl.

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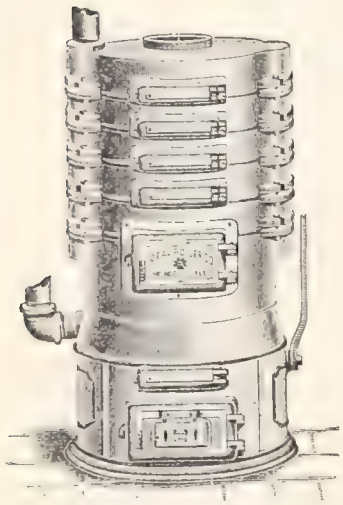
FIRE LOSSES, VALUATION AND POPULATION.

The following table gives statistical facts which are of considerable value in connection with the growth and development of Boston:

YEAR	No. Fires.	LOSS PERSONAL.	LOSS REAL.	TOTAL.	VALUATION.			POPULATION.
					Personal Estate.	Real Estate.	Total.	
1822					$18,775,800	$23,364,400	$42,140,200	
1823					19,929,800	25,367,000	44,896,800	
1824					22,540,000	27,303,800	49,842,800	
1825					21,450,600	30,992,000	52,442,600	58,277
1826					25,246,200	34,203,000	59,449,200	
1827					29,779,000	36,061,400	65,858,400	
1828					25,615,200	35,908,000	61,523,200	
1829					24,104,200	36,953,800	61,068,000	
1830					22,626,000	36,960,000	59,586,000	61,392
1831					23,023,200	37,675,000	60,698,200	
1832					28,369,200	39,145,200	67,514,400	
1833					29,510,800	40,966,400	70,477,200	
1834					31,665,200	43,140,600	74,805,800	
1835					31,789,800	47,552,800	79,302,600	78,603
1836					34,895,000	53,370,000	88,265,000	
1837					33,272,200	56,311,600	89,583,800	
1838	105	$80.00	*$31,972.00	$32,052.00	32,859,200	57,372,400	90,231,600	
1839	96		140,004.00	140,004.00	33,248,600	58,577,800	91,826,400	
1840	113		77,973.00	77,973.00	34,157,400	60,424,200	94,581,600	93,383
1841	99	100.00	102,872.00	102,972.00	36,048,600	61,963,000	98,006,600	
1842	109		90,008.00	90,008.00	41,223,800	65,499,900	106,723,700	
1843	159		128,666.00	128,666.00	42,372,600	67,673,400	110,046,000	
1844	185		184,083.00	184,083.00	46,402,300	72,048,000	118,450,300	
1845	180		231,191.00	231,191.00	53,957,300	89,991,400	135,948,700	114,366
1846	222		226,338.00	226,338.00	58,720,000	90,119,600	148,839,600	
1847	141		172,993.00	172,993.00	64,595,900	97,764,500	162,360,400	
1848	150		222,293.00	222,293.00	67,324,800	100,403,200	167,728,000	
1849	208		300,525.00	300,525.00	71,352,700	102,827,500	174,180,200	
1850	147		123,660.00	123,660.00	74,907,100	105,093,400	180,000,500	136,881
1851	218		386,107.00	386,107.00	78,588,500	109,358,500	187,947,000	
1852	134		492,849.00	492,849.00	76,980,800	110,699,200	187,680,000	
1853	172		515,167.00	515,167.00	96,423,300	116,090,900	206,514,200	
1854	153		150,772.00	150,772.00	99,283,000	127,730,200	227,013,200	
1855	140		537,604.00	537,604.00	105,580,900	136,351,300	241,932,200	160,490
1856	94		409,355.00	409,355.00	105,480,500	143,681,700	249,162,500	
1857	94		258,231.00	258,231.00	108,398,100	149,713,800	258,111,900	
1858	111		390,657.00	390,657.00	101,208,800	153,505,300	254,714,100	
1859	111		761,370.00	761,370.00	105,018,100	158,410,900	263,429,000	
1860	194		521,383.00	521,383.00	112,969,700	163,891,300	276,861,000	177,840
1861	172		617,213.00	617,213.00	108,078,000	167,682,100	275,760,100	
1862	172		1,107,569.00	1,107,569.00	112,579,000	163,638,000	276,217,000	

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NO. 166 DEVONSHIRE ST., BOSTON.

Jobbing solicited and promptly attended to.

FIRE LOSSES—CONTINUED.

YEAR	No. Fires.	LOSS PERSONAL.	LOSS REAL.	TOTAL.	VALUATION.			POPULATION.
					Personal Estate.	Real Estate.	Total.	
1863	141		$369.429.00	$369,429.00	132,882,700	169,624,500	302,507,200	
1864	188		858,381.00	858,381.00	150,377,600	182,072,300	332,449,900	
1865	131		559,749.00	559,749.00	170,263,875	201,628,900	371,892,775	192,318
1866	221		681,554.00	681,554.00	189,595,130	225,767,215	415,362,345	
1867	64		408,560.00	408,560.00	194,358,400	250,587,700	444,946,100	
1868	284		†402,115.00	402,115.00	205 937,900	287.635,800	493.573,700	
1869	293	$317,287.00	83,825.75	406,112.75	217,469,700	332,051.900	549.511,600	
1870	385	312,286.35	125,437.00	437,723.35	218,496,300	365,593.100	584,089.400	250,526
1871	497	560,528.00	295,043.00	855,571.00	217,448,600	395,214,950	612,633,550	
1872	549	406,606.56	397.722.50	704,329.06	239,440.850	443.283,450	682,724,300	
1873	640	621,321.62	143,978.17	765,289.79	223,745,200	470,086.200	693.831,400	
1874	620	1,189,548.52	791.405.00	2.680,953.52	244,554,900	554.200,150	798,755,050	
1875	386	624,062.76	450.028.50	1,074.091.26	235,020,895	558,941.000	793,961,895	341,919
1876	601	793,524.00	424,979.00	1.218,503.00	222.838,310	526.157,900	718.996.210	
1877	483	388,462.00	152.810.00	541.272.00	205,433,386	481,407,200	686,840,586	
1878		‡308,103.00	179,844.00	487,947.00	190.070,966	440,375,900	630,446,866	
1879		718,074.00	209.120.00	927.194.00	184.575,692	428,777,000	613,322,692	
1880		846 188 60	135,786.00	982,274.00	202,092,395	437.370,100	639,462.495	362,839
1881		336,605.78	130,500.04	467,105.82	210,165.997	455,388.600	665,554,597	
1882		773,317.79	185,518.09	958,835.88	204.793,812	467,704,150	672,497,962	
1883		774,522.98	358,459.20	1,132.982.18	204,113,771	478.318,900	682,432,671	
1884		884,062.37	217,191.23	1.101 253.60	194.526,058	188,130,600	682,656,658	
1885		986,212.34	246.042.71	1,232,255.05	189,605,672	195,973,400	685,579,072	390,393
1886		677,126.79	412,096.26	1,089,196.05	193,118,060	517,503,275	710.621,335	
1887		450,375.89	240,078.22	690,454.11	200,471,342	547,171,175	747,642,517	
1888		791,440 47	240,236.25	1.031,676.72	201,439,273	563.043,275	764.452,548	
1889		3,577.317.02	1,242,129.65	4.819,446.67	201.633.769	593,799,975	795.433,744	
1890		637,462.20	451,425.09	1,088.887.29	202.051,525	619.990,275	822,041,800	448,477
1891		1,169,355.82	342.318.69	1,512,074.51	204.831.040	650.238,375	855,069,415	
1892		584.444.62	261.950.50	846,395.12	213,695,829	680,279.875	893,975,704	
1893		3,619,716.00	1,405,048.95	5.024,765.04	216,331,476	707.762,275	924,093,751	
1894		853.467 83	873,159.73	1,726.627.56	204,365.192	723.743,850	928,109,042	

* From 1838 to 1867 the year ended September 1st.

† From this date the year ended December 31st.

‡ From this date the year ended March 1st.

CHARLES E. WOODMAN,

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— AND —

Builder,

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JOHN A. McLELLAN,

Carpenter and Builder,

Residence:

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ROXBURY.

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PLASTERERS,

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ROSLINDALE.

P. H. McDermott,

MASON,

No. 5 Nason Place,

Off Conant St., - ROXBURY.

Jobbing promptly attended to.

THE PUBLIC LANDS ACCOUNT

From the time Boston became a city in 1822, to January 31st, 1894, shows the following:

	EXPENDITURES.	RECEIPTS.	NET PROFITS.	NET LOSS.
Neck Lands	$418,885.59	$3,298,524.60	$2,879,639.01	
South Bay Lands	1,202,729.67	506,925.22		$695,804.45
Back Bay Lands	1,029,022.41	179,205.87		849,816.54
South Boston Lands	22,751.42	323,519.74	300,768.32	
Church Street District	1,183,363 12	222,921.89		960,441.23
Northampton Street District	561,817.63	172,289 81		389,527.82
Suffolk Street District	2,428,986.58	863,420.56		1,565,566.02
Roxbury and Roxbury Canal	372,930.51	98,082.50		274,848.01
Miscellaneous Lands	363,887.70	672,652.64	308,764.94	
Mill Pond Lands		135,572.73	135,572 73	
Neck and Mill Pond Lands		77,190.16	77,190.16	
East Boston		6,916.56	6,916 56	
Charlestown Lands		15,448.39	15,448.39	
Totals	$7,584,374.63	$6,572,770.67	$3,724,436.11	$4,736,040.07

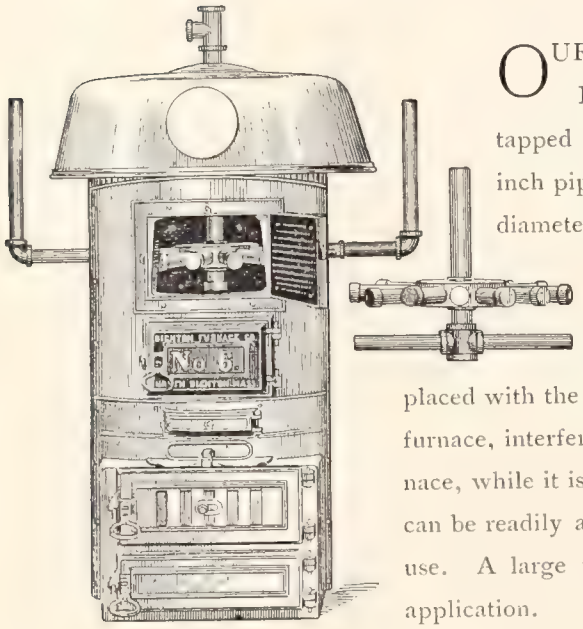
The following table shows the area and population of the city by wards, according to the census of 1890.

WARD.	AREA IN ACRES.	POPULATION.	WARD.	AREA IN ACRES.	POPULATION.
1	1961	19633	14	1076	26367
2	405	17297	15	525	18049
3	363	13094	16	104	18048
4	467	12842	17	264	15638
5	216	12412	18	204	16035
6	204	18477	19	220	23016
7	114	13145	20	726	24335
8	113	13026	21	856	22930
9	138	12660	22	1361	20011
10	215	8205	23	8204	24997
11	511	21660	24	5652	29638
12	244	12585	25	2855	12032
13	598	22375			
			Total,	27596	448,477
			Square miles	43.12	

JAMAICA

Hot Water Attachment

For Furnaces.



OUR HOT WATER ATTACHMENT for Furnaces consists of a hollow disc or hub, tapped at its circumference to receive fourteen $1\frac{1}{4}$ inch pipes or spokes, which may be extended the diameter of the interior of the furnace, and closed at their outer ends; the hub, or disc, is also tapped at its axis two inches for flow and return pipes. This combination placed with the spokes horizontal above the feed door of furnace, interferes in no way with the operation of the furnace, while it is exposed to the direct rays of the fire, and can be readily applied to any make of furnace already in use. A large number of references can be furnished on application.

J. F. HOUGHTON & SON,

99 GREEN STREET,

JAMAICA PLAIN, MASS.

THOSE WHO HAVE BUILT THE CITY.

THE history of Boston's building would not be complete, neither would it do justice to the cause, were mention not to be made of the many well-known and honorable men and firms who have contributed so much to the cause by their skill and handicraft. The construction of a modern building calls upon a variety of different trades to make it a perfect structure, one meeting all the requirements and needs of modern life and business. The mason, the carpenter, the plumber, the gas fitter, the sanitary engineer, and the dealer in heating and ventilating apparatus, with many others, are all called upon to do their respective parts in the construction and equipment of the modern building, whether intended for mercantile purposes or as a home for those who make up the hundreds of thousands of good and true citizens of a great metropolis like the city of Boston. And it can be honestly asserted that no city has a larger number, or more thoroughly competent and trustworthy artisans than the city of Boston. Many of them are men of long and practical experience at their trades, with a name and reputation that is world-wide, while those who have not reached that distinction are rapidly coming to the front and will one day be equally well-known beyond the limits of their own state. It is a matter of which the citizens of the city may well be proud, that its buildings, both public and private, are among the best in the world, many of them being accounted superior to any in the country. Our public library is not excelled in any other city in the Union, our court house is one of the best and most substantial to be found anywhere, many of our great public institutions have a world-wide reputation for architectural and mechanical perfection, while our churches, schools, and. residences compare favorably with those of any other city in the country. These facts are due largely to the superior class of workmen and those who have had their construction in charge. It is with pleasure, therefore, that we call attention to the many individuals and concerns who have been instrumental in bringing about such results. A great deal of time has been spent in collecting the facts and data from which the following sketches have been compiled, and a fairly complete list of the different trades and those engaged in them is here presented.

THE ABERTHAW CONSTRUCTION COMPANY, engineers and contractors in concrete masonry and members of the Master Builders' Association. The office of this company is at 31 State street.

The Aberthaw Company have introduced into New England the use of concrete as a building material, and by means of improved methods and machinery are extending it into a most varied and extensive field of usefulness. Concrete has, up to a very recent date, been little used in New England, and its many virtues have scarcely been appreciated. The Aberthaw Company is a firm of graduated engineers, who have undertaken to use concrete in a scientific manner, and to bring this fine building material into the prominence it deserves.

MORRISON & RACKLEY,

Contractors

and **Builders,**

169 DUDLEY STREET, BOSTON.

WILLIAM L. MILLER,
PILE DRIVER,
BRIDGE AND WHARF BUILDER,
Foundation Piles Driven.
General Contractor. Estimates Furnished.
No. 166 Devonshire Street, Master Builders' Association.
Federal St. Bridge. L St. Bridge. Castle Island Bridge. Saugus River R. R. Western Ave. Bridge.
Residence, 765 Broadway, So. Boston.

T. J. FARQUHARSON,
Carpenter and Builder,
BRANCH AVE., DORCHESTER.
Plans furnished and estimates given at short notice.

P. G. HURLEY,
PLUMBER
121 Pynchon Street.
Residence, 818 PARKER ST
ESTIMATES GIVEN.

J. H. BROWN,
Successor to T. S. Brown,
Carpenter and Builder,
Counting Rooms and Stores fitted up.
84 CHARDON ST., BOSTON.
Up one Flight in the Rear.
All Jobbing Promptly Attended to.

The firm is prepared to furnish designs, estimates, drawings, and information covering the use of concrete in foundations for wet or dry localities, retaining walls, piers, engine and boiler beds, fire-proof and damp-proof floors for breweries and packing houses, office buildings and dwellings, for sidewalks and sidewalk lights, water-tight cellars, pavements of all kinds, steps, copings, and a great variety of work in which concrete has no rival in usefulness and strength.

The company has some extensive work in hand, notably at the McLean Hospital in Waverley, at the Boston City Hospital, besides numerous excellent lighted sidewalks about the city.

The aim of the company is to give to concrete the highest standard of excellence, and consequently all their work is done by the best skilled labor and with the best materials obtainable, directed by a thorough expert and scientific knowledge of the material and its adaptability to building construction.

THE VENDOME is one of the largest and certainly the handsomest and best appointed hotels in New England, and one of the most elegant hotel structures in the country. It is centrally located on one of the most beautiful thoroughfares in America, Commonwealth avenue, in the very centre of the most fashionable residential portions of the city. It is eight stories in height, the fronts being of the finest Tuckahoe and Italian marbles, with elaborately carved trimmings, and with a roof of iron covered with slate. The material throughout is one of the best fire-resisting material. On the first floor are the various public rooms, dining rooms, and elegant banquet hall, 30 by 110 feet, with the best of accommodations for clubs and parties. The great rotunda is paved with English encaustic tiles, harmoniously arranged in colors and designs of elaborate patterns. The interior finish is in hard wood, mahogany and cherry highly polished, and the frescoing is very beautiful. It is provided with all the modern conveniences, passenger elevators, etc. The ventilation and plumbing is unusually good, and everything for the comfort and convenience of its guests is provided. It was built several years ago, at a cost of $1,000,000, and is without a peer among hotels in this part of the country. It has been the stopping place of many of the notable people of the world when in Boston. The proprietors, C. H. Greenleaf & Co., are among the most popular landlords, and the hotel is noted for its hospitality and excellent cuisine.



THE VENDOME.

E. B. BADGER & SONS, formerly Hicks & Badger, coppersmiths and architectural sheet metal workers, have been doing business since 1841 and are one of the best known concerns in the business, having done a great amount of work for the building trades, and having a business extending all over the United States, and reaching as far as Canada, the Sandwich Islands, Brazil and the West Indies. Their plant is located at 63, 65, and 67 Pitts street, and is one of the best equipped plants for the production of everything in the line of sheet metal and copper work in the country. Among the things which they are engaged in manufacturing are copper steam work, coils, vacuum pans, dyers' cylinders, steam jacket kettles, ship

George W. Branch,

Plumber AND Gas Fitter,

PLUMBING MATERIAL FURNISHED

AND PUT UP AT SHORT NOTICE.

20 UNION STREET, BOSTON, MASS.

Estimates Given if Desired.

WILLIAM BOYD,

Practical Plumber,

1198 HARRISON AVENUE,

Boston Highlands.

Personal attention given to Ventilating House Drains.

Jobbing Promptly Attended to.

Residence, 34 HARVARD ST., Dorchester.

W. H. TEEL,

Formerly with the late W. A. RAWSON,

HOUSE and DECORATIVE PAINTING,

Graining and Glazing.

9 LIME STREET, Off Brimmer,

Boston.

JAMES P. TANCRED,

PLUMBER,

Tin and Sheet Iron Worker.

Dealer in Stoves, Ranges and Furnaces, Kitchen Furnishing Goods, Etc.

All Orders promptly attended to.

272 BROADWAY, between C and D Sts.,

Tin Roofing. SOUTH BOSTON. Conductors.

WILLIAM FENNELL,

Carpenter and Builder,

WOOD TURNING of every description.

Counting Rooms Fitted up at Short Notice.

Orders for Jobbing promptly attended to.

19 HARVARD PLACE, - BOSTON.

Opposite Old South Church.

S. A. HOLT J. B. BUGBEE

HOLT & BUGBEE,

— DEALERS IN —

Foreign and Domestic Woods,

49, 51 and 53 Haverhill St.,

Cor. TRAVERS, - - - - BOSTON.

Mahogany, Rosewood, Boxwood, Sweet Gum, Letter Wood, Black Walnut, Spanish Cedar, Red Cedar, Lignumvitæ, Tulip Wood, Chestnut, Maple Ash, Cherry, White Wood, Ebony, Cocoa, Fustic, Holly, Satin Wood

Lumber Wharf and Dry House, EAST ST., East Cambridge.

John B. McGregor,

CARPENTER AND BUILDER,

Refrigerators Built and Repaired. Office and Store Fitting. Door and Window Screens.

Jobbing of all kinds promptly attended to.

FIRST CLASS WORK GUARANTEED.

108 WORCESTER STREET, BOSTON.

GEO F. DOYLE,

CARPENTER

AND BUILDER.

43 DIX STREET,

DORCHESTER.

ventilators and piping, architectural copper and iron work of all kinds, and among the buildings into the construction of which the material furnished by them has entered are the Quincy House, Richards Building, International Trust Building, Ames Building, Worthington Building, Youth's Companion Building, and many others of equal note. They have a very large force of skilled workmen constantly kept busy in supplying the demand for their products, and do a great deal of order work for the building trades. They are sufficiently well known to need little introduction and their reputation has long been established as among the leading manufacturers in their line. They are thoroughly reliable and their business is conducted on the most honorable basis.

The large brick manufacturing business now carried on by D. Warren DeRosay, was established by his father, L. E. DeRosay, in 1880. In 1883, the firm became L. E. DeRosay & Son, and in 1890, D. Warren DeRosay bought out his father's interest in the business and has since conducted it alone. The business carried on is that of the manufacture of brick for buildings and sewers. The yards are located at 62, 64, and 66 Dublin street, Cambridge. The business has greatly increased in the past few years and the yards now turn out an enormous product every year, most of which is taken within a radius of twenty miles of Boston. Steam power is used in the manufacture of the bricks, and the plant is provided with every modern facility for the rapid and satisfactory production of the best quality of common and sewer brick, for which there is a ready and ever increasing market. Among some of the buildings into the construction of which these brick have entered are the new Court House on Somerset street, the Agassiz School house at Brookline, and the Kent School building in Somerville, Irving Terrace Buildings, Kirkland Avenue, Cambridge, and a great many others equally well known and prominent. The yards have also furnished the brick for a great many of the sewers in and around Boston. The location of the plant so close to a favorable market gives it many advantages over those which have to send their product from a distance, and the well-known quality of these brick make them sought after by contractors and builders. Mr. DeRosay has had many years of practical experience in the business and is well and favorably known to the trade as an honorable man.

The Boston Belting Company has been in business for nearly seventy years, having been established in 1828.

The company is the original manufacturer of mechanical rubber goods of all kinds, such as rubber belting, hose, packing, etc., in the United States, and does a very large and constantly increasing business.

The company has a large store and its general offices at 256, 258, 260 Devonshire street, Boston, and a branch store at 100 Chambers street, New York. Agencies are located in nearly all of the large cities of this country, and also in Europe — large stocks of goods being carried at all these places, so that orders may be filled and the trade supplied at short notice.

A specialty is made of all kinds of fire hose and perforated rubber mats, and the Boston Belting Company's goods in both of these lines are to be seen in many of the large public buildings throughout the country.

The manufacturing agent and general manager of the company, James Bennett Forsyth, has been connected with the business nearly a third of a century and has invented much of the

Gerry & Northup,

CARPENTERS,

51 Bristol AND
166 Devonshire Streets,

BOSTON.

Graham & Cameron,

STAIR BUILDERS,

And Manufacturers of

PIAZZA STOCK.

Wood Turning, Variety Moulding, Band Sawing, etc.

145 to 153 BORDER STREET,

Telephone 134 E. B. EAST BOSTON.

THOMAS J. LONG & CO.,

Tin Plate, Sheet Iron & Copper Workers,

Furnaces, Stoves, Ranges and Grates.

Steam, Gas and Water Piping Drainage Plumbing Conductors. Tin Roofing. Hot Air, Steam and Hot Water Heating. Ventilator and Chimney Tops.

46 WARREN AVE., BOSTON, MASS.

Telephone Tremont 752.

JAMES O'NEILL,

Plumber and
Gas Fitter,

DRAINAGE and VENTILATION a Specialty.

934 Tremont St., Boston.

Estimates Cheerfully Furnished.

Jobbing promptly attended to, and all kinds of Gas Fixtures.

W. T. & R. A. DAVIS,

General Contractors

FOR

Water Works, Sewers, Electric Railroads, Masonry, Grading, and all Public Work, . .

15 COURT SQUARE, BOSTON, MASS.

P. O. BOX, 2178.

W. E. DANFORTH,

CARPENTER

Office and Store Fitting. General Jobbin
Camera Repairing. Glazing.

11 Province Court, or 325 Washingt

Room 12. Opposite Milk

Boston, Mass.

H. L. BEARSE. H. A

OWEN BEARSE & SON

Established 1836.

Mahogany and Western Hardwoods

401 ALBANY STREET,

BOSTON, = MASS.

BRAMHALL & CO.,

Plumbers and Gas Fitters,

Dealers in

STOVES, FURNACES and RANGES.

Agents for the Richardson & Boynton celebrated Perfect Furnaces, Heaters and Ranges.

10 & 12 BLUE HILL AVE.,

Near Dudley Street, BOSTON.

machinery and many of the processes which are now in general use in the rubber manufacturing industry.

The productions of this company enjoy a world-wide reputation for their excellence, and the character and reliability of this old established house is too well known to need further comment.

THERE are few firms in this country that have a record in the contracting and building line that is equal to that of the Norcross Brothers of Worcester, Mass. It is only necessary to mention a few of the many notable buildings which they have erected to show the extent of their business in this line, and their ability in constructing the largest of buildings. One of the first large contracts and the one which gave them great notoriety all over the country, was that of the elegant and enormous county buildings at Pittsburgh, Pa. These buildings cost $2,500,000, and were completed in a most satisfactory and highly creditable manner by this firm. Another of the handsome buildings which they have erected is the magnificent Trinity Church. These are but two samples of the work done by this firm, but they are sufficient to establish their reputation as builders beyond a question. In 1873 they established an office this city at 79 Huntington avenue, and have done a very large amount of building in the w since that time. They own several large granite and sandstone quarries. At Worcester ve their main office and woodworking plant. They have built structures all over the y, making a specialty of public buildings, libraries, churches, state and government gs, etc.

lowing is a partial list of the buildings that have been erected by this firm, all of which er $100,000: Hampden County Court House at Springfield, Mass.; Albany City Hall, . N. Y.; Allegheny County Court House and Jail, Pittsburg, Pa.; Cincinnati er of Commerce; Union Railroad Station, Hartford, Ct.; Boston & Albany Railstation at Springfield, Mass.; the Exchange Building, the Ames Building, the Ames ouilding on Lincoln street, all in Boston; Union League Club House in New York City; Algonquin Club House, Boston; "Kellogg Terrace," Great Barrington, Mass.; Worcester High School; Harvard College Law School; Marshall Field Building, Chicago; New York Life Insurance Buildings at Omaha, Neb., and Kansas City; Bloomingdale Insane Asylum, White Plains, N. Y. In addition to these they have built a very large number of others, including some of the most elegant and costly residences in different parts of the country, and are now building the new Tremont Building and the new Devonshire Building in this city, a new building for Columbia College, a new art building at Washington, the New England Building at Cleveland, and the State Mutual Insurance Building at Worcester. This firm probably have the most complete facilities for the construction of large buildings of any concern in the country.

ALTHOUGH hoisting machinery has been in common use during the last century, the high-speed passenger elevator is of a comparatively recent date, and is the result of the demand for rapid transit to the upper stories of the lofty buildings which are constructed to give increased store and office room in the centres of our large cities. Here the land is of great and increasing cost, but it would be of far less value were it not for the elevator service, which lands the passenger at the desired point without fatigue or loss of time. Among the

J. M. MARSTON & CO.,

MANUFACTURERS OF

Patent Hand and Foot Power Machinery.

24-inch Power Band Saws and Circular Saw Bench.

AGENTS FOR

Huther Brothers' Adjustable Grooving Saws,

—AND—

Champion Quick Action

VISE.

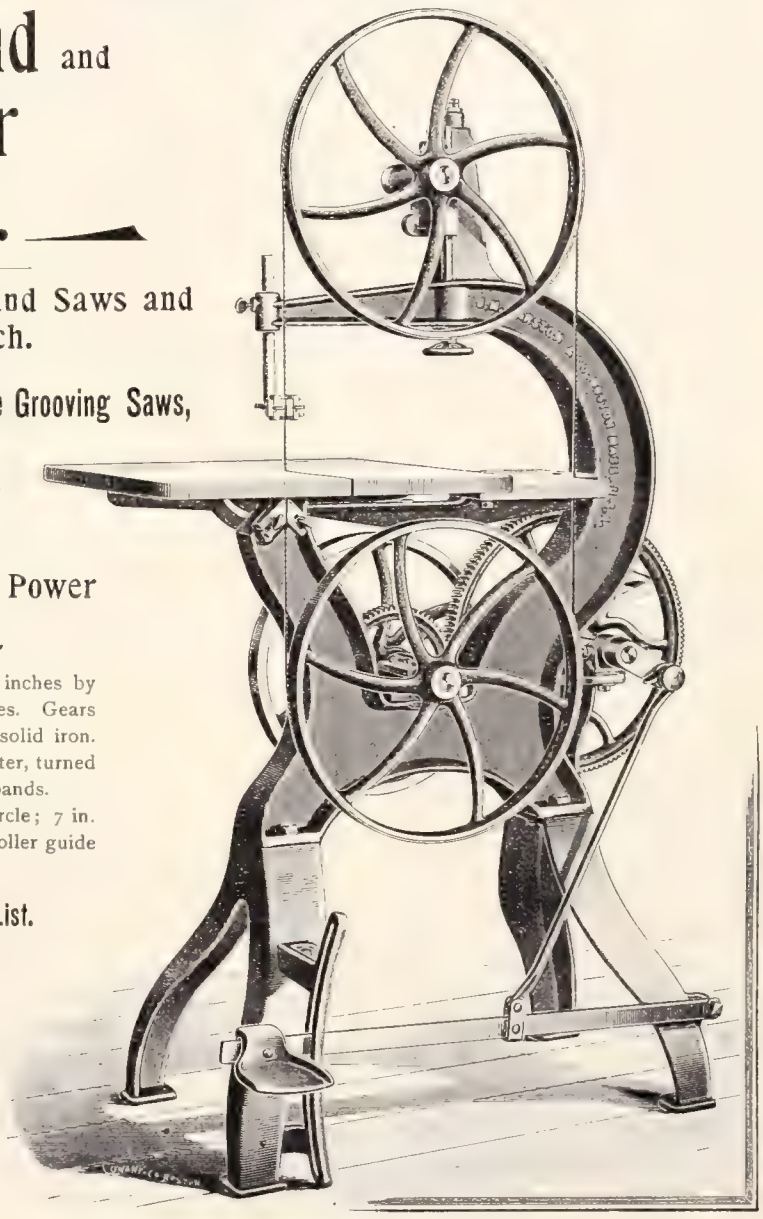
20-inch Hand and Foot Power

BAND SAW.

Weight 350 lbs. Floor space 27 inches by 44 inches. Height, 5 feet 8 inches. Gears are automatic machine cut from solid iron. Saw pulleys are 20 inches diameter, turned and covered with endless rubber bands.

Will cut to centre of 40-inch circle; 7 in. under upper saw guide. One roller guide furnished with each machine.

Send for Illustrated Price-List.



J. M. Marston & Co.

225 Ruggles St.,

BOSTON, MASS.

earliest and most prominent manufacturers of passenger and freight elevators the Whittier Machine Company of Boston holds an important and honorable position, not only as having been one of the pioneers in the business, but as having kept in the front rank of progress in the design and construction of the safest and most efficient forms of apparatus.

The foundation of their business was laid in 1838, when Pratt & Chubbuck began in a comparatively small way their iron-working industry in Roxbury. A few years after the firm was changed to Chubbuck & Campbell, and in 1859 Charles Whittier became interested in the business as a partner and it was for many years conducted under the firm name of Campbell, Whittier & Company. The business having gradually increased, in July, 1874, a company was formally organized, called the Whittier Machine Company, with Charles Whittier as president. In 1884 the works were increased by the addition of the foundry and part of the machine shop of the Boston Machine Company, South Boston.

The manufacture of elevators having become so much a specialty as to demand almost the entire attention of the company, in 1892 it was decided to remove the manufacturing department entirely to South Boston and the offices to the Exchange Building on State street, Boston. New and well-equipped machine and woodworking shops, iron and brass foundries, together with an experience of over a quarter of a century in the manufacture of elevators, place this company in position to give purchasers the best products of workmanship and material.

The company manufactures passenger and freight elevators to be operated by steam, hydraulic power, electricity, belt or hand power, and has equipped some of the largest buildings in Boston, New York and Washington. Among some of the most prominent of these buildings may be named: The Massachusetts State House, Suffolk County Court House, City Hall, State Street Exchange, Massachusetts Hospital Life Insurance Company, International Trust Company, American Bell Telephone Building, Union Station, Exchange Club, of Boston, Hotel Waldorf, Bloomingdale Brothers, Metropolitan Life Insurance Company, of New York, Inter-Ocean Building, National Capitol Investment Company, Washington Loan and Trust Company of Washington.

THE well-known firm of Rowen Brothers, contractors and jobbers in plumbing and heating, located at 45 Green street, Jamaica Plain, was established in 1885, and the members of the firm are John M. and Edward G. Rowen. As both members of the firm are experienced and practical workmen they have built up a very large business and gained a reputation that is second to none in their line. In the ten years that they have been in business they have filled some very large contracts for plumbing, and in the line of sanitary work, always to the entire satisfaction of the parties for whom the work was done. A great deal of attention is now given to the perfect plumbing and sanitary equipment of buildings, and to meet the requirements of the law, and at the same time have the work done so that it will insure permanence and develop no fault which will endanger the health of the occupants of the building, requires a thorough and experienced workman and one that will not slight the work in order to make an extra dollar, regardless of his reputation. Any work done by the Rowen Brothers can be relied upon to be done thoroughly and honestly, and it is their reputation for this class of work that has brought them the very best patronage among the builders. They have all the facilities for doing anything in the line of plumbing, either on repairs or new

GEO. H. FIELD, PRES. W. T. BABCOCK, TREAS. M. P. WRIGHT, SUPT.



INTERNATIONAL TRUST CO. BUILDING.

O. T. ROGERS GRANITE CO.,

—DEALERS IN—

GRANITE

For Building and Monumental Purposes.

Granite used in Polished Plinth of International Trust Co. Building came from these Quarries.

Quarries at WEST QUINCY, MASS.

Large Monumental Work a Specialty.

P. O. Address,
West Quincy, Mass.

Also, Box 212,
Master Builders' Ass'n,
166 Devonshire St.



C. H. HARDWICK & CO.,

Fine Granite Monuments,

TABLETS and MARKERS.

Quarry Street, QUINCY, MASS.

WORK and STOCK of FINEST GRADE.

All Shades of Quincy and other Granites Furnished.

Our stock is a dark, rich, beautiful blue.

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Carpenters AND Builders,

27 HANCOCK ST., DORCHESTER.

Box 27, Master Builders' Association,

No. 166 Devonshire Street, Boston, Mass.

W. E. BURKE. H. W. BURKE.

John & William Biesty,

CARPENTERS

AND

BUILDERS—

201 GREEN STREET,

JAMAICA PLAIN.

work. Among some of the buildings for which they have done the plumbing are quite a number of the city school buildings, station house 13, engine house 28, and many others, beside a large number of the very best office and store buildings, private residences, etc. There is no job in their line too large for them to figure on and they are constantly employed on large contracts in and around Boston. They have also facilities for doing the piping for steam or hot water heating and this is one of their specialties. They have a force of skilled and competent workmen always ready, so that they are able to execute their contracts promptly. They are always pleased to furnish estimates for plumbing and heating, and their prices are as low for the work as is consistent with first-class materials and workmanship.

The Fairbanks Company, whose Boston office is at 77–79 Milk street, has a history covering more than seventy years. Until about 1831, when Thaddeus Fairbanks devised the platform scale, now in general use, the contrivances for weighing quantities were comparatively crude and unreliable, and this had retarded the large mercantile transactions of commerce. The scale invented by Fairbanks, in the perfection to which it has been brought, and in the wide scope of its adaptation, has been an important agent in the wonderful progress made within the last half century. The necessity for a weighing device of this kind was first brought to his attention while in business with his brother at St. Johnsbury, Vermont, where they had a small factory and mill, and were engaged in manufacturing a machine for dressing hemp and also operating a plant for hemp dressing. The straw was purchased from the farmers by the ton and the means of weighing it was by the old-fashioned "beam scales," that were neither convenient or reliable. The attention of Thaddeus Fairbanks was drawn to the rudeness of this method, and, being a mechanic by nature, he went to work to invent a scale which would be more convenient and accurate; which resulted in the production of a platform scale that met all the requirements, and in 1831 the firm of E. & T. Fairbanks relinquished all their other business and devoted themselves to the manufacture and sale of the scales, for which there was at once a very great demand because of their convenience and accuracy. The business increased very rapidly, and from that time to the present the Fairbanks scales have been the standard, and they have been in demand in every country all over the world. The product of the company has been extended and added to, until every variety of weighing instrument is now included in its list of more than four hundred styles and designs, from the most tiny and delicate instruments, for the use of chemists and jewelers, to the great track scales, having platforms one hundred and fifty feet long, that are able to weigh a freight train while it is in motion. In Chicago there are more than two hundred hopper scales, which in the past ten years have weighed more than thirty thousand million pounds of grain; and in the great stock yards in the same city the Fairbanks scales have, within nine years, weighed nearly ten thousand million pounds of live stock. Whole droves of cattle and flocks of sheep are driven onto these immense scales at once. The Fairbanks scales are sent to every country, and are to be found in the stores and offices, on the wharves and along the railroads of Europe. They are the standard in India, China and Japan, in the East and West Indies, Australia, Africa and South America. The company has its warehouses in all the principal cities of the United States, and has its representatives in every country in the world. Some idea of the extent of the business can be had from the following facts: In 1830 the shop, which included office, salesroom and everything, was a wooden structure sixty by twenty-five feet, having about fifteen hundred



FISKE BUILDING, STATE STREET.



HENRY L. PIERCE SCHOOL, WASHINGTON, CORNER WELLS AVENUE, DORCHESTER.
BY PERMISSION OF FULLER & WARREN WARMING AND VENTILATING COMPANY, BOSTON.



PRINCE SCHOOL, EXETER STREET.
BY PERMISSION FULLER & WARREN WARMING AND VENTILATING COMPANY, BOSTON.



Associate Offices:

New York Warming and Ventilating Co.,
257 Water Street, New York.

Etna Warming and Ventilating Co.,
200 Wood Street, Pittsburgh, Pa.

Fuller & Warren Warming & Ventilating Co.,
147-149 Lake Street, Chicago, Ill.

Troy, N. Y., Milwaukee, Wis.

43 Milk Street, Boston, Mass.

A. G. MINTON,
Carpenter and Builder,
17 HARVARD PLACE, BOSTON.
Opposite the Old South Church.

All Jobbing promptly attended to. Stores fitted up.
Counters and Desks made to order. Estimates furnished when desired.

PEMPLE BROS. & CO.,
Copper and Galvanized
Iron Cornices,
Skylights, Ventilators, Gutters and Conductors.
COPPER and TIN ROOFING.
All kinds of Piping, Furnace and Stove Repairing.
14 and 16 Dorchester Ave.,
Near Federal St. Bridge. SOUTH BOSTON.

AUSTIN FORD. JOSEPH B. FORD.
AUSTIN FORD & SON,
DEALERS IN
North River Flagging,
Blue Stone and Granite.
Office and Wharf, 31 to 39 MAIN ST.
CAMBRIDGE.
Boston Office, 17 OTIS STREET.
AGENTS FOR BAR HARBOR RED GRANITE.
TELEPHONE BOSTON 1892. CAMBRIDGE TELEPHONE 349-3.
QUARRIES OTTER CREEK, MAINE.

Isaac G. Hamilton,
Carpenter and Builder,
Shop, No. 4 MALL ST.,
Near Eustis Street. Cor. Harrison Ave.
BOSTON.

square feet of floor space. At present the buildings are ten brick workshops, having a floor area of over two hundred and eighty thousand feet. The company has also ninety-three tenement houses, its own saw-mill, a lumber yard of ten acres, and six thousand acres of timber land. The capital invested in 1830, was $4,600. It is now more than $2,500,000. The company has won many gold and silver medals from the different countries. Although there have been many changes during the seventy odd years since the business was established, it has always borne the name of Fairbanks, and upon this has it won the high position which it has always held in the business world. The business was organized as a corporation in 1874, with a capital of $2,000,000. The officers at the present time are: Samuel N. Brown, president; Henry Fairbanks, vice president; John C. Clark, secretary and treasurer.

At their warehouses are also sold the world-renowned "Asbestos Disc Valves" and the "Hancock Inspirators."

These valves are very durable, besides being easily renewable, and therefore give the greatest satisfaction. They are furnished for steam, water, ammonia, sulphite, pulp, and for all purposes where the best article is desired. These goods are to be found in nearly all of the prominent buildings erected of late in Boston and elsewhere in New England.

Special attention is also given to store, railroad and steamboat trucks in every variety, as well as express and baggage barrows; also letter presses in great variety, coffee mills, safety money drawers, and store equipments generally.

Electricity plays an important part in the building trade at the present time, and among those who are engaged in the manufacture and sale of appliances in this line is the Elektron Manufacturing Company, whose extensive works are located at Springfield, Mass. The Boston office of the company is at 103 Milk street. The specialties of the company are direct electric elevators, automatic pumping plants, and electric dumb-waiters with hand or push-button control. This company has been successful to a marked degree in introducing its product, and has already equipped a large number of buildings in this city with its apparatus. As the latter has almost invariably given the best of satisfaction, they have built up a large and constantly increasing trade all over the country. Several large orders have recently come in from the West, among them being an order for three direct electric elevator machine equipments in a single building at Toledo, Ohio. In Boston their latest types of apparatus are well set forth in the plants installed by them in the State House extension, the new Eldredge building on Boylston street, the "Empire" apartment house on Commonwealth avenue, the Brigham estate's new commercial building on Portland street, and in Franklin King's new office building next to the Exchange Club. The list of architects who have evinced their approval of the firm and its apparatus by specifying on contracts closed or by direct purchase, includes the Boston names of Charles R. Brigham, Willard T. Sears, MacKay & Dunham, W. Whitney Lewis, and Stephen R. H. Codman.

The handsome granite from the quarries of the Milford Pink Granite Company, located at Milford, Mass., is one of the best and most generally used granites in New England. The company deal in rough and dressed granite for building purposes, and their product has been used very largely in the modern structures in this city; among some of the more notable examples being the new public library, in the construction of which the exterior of the three

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Gas Stoves, Gas Fixtures and Lamp Goods,

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Slate, Tin, Copper and Composition Roofing.

Gutters made proof against back water.

Conductors and Gutters put up and repaired.

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Wharfage and Storage for Lumber.

No. 254 ALBANY STREET,

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J. F. Dacey in attendance.

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Carpenter and Builder,

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Jobbing promptly attended to. First-class work guaranteed.

DOUGALD McDONALD,

Carpenter and Builder,

53 Danforth Street,

JAMAICA PLAIN, MASS.

fronts is built of this handsome granite. The company have an office in the Master Builders' Association building, at 166 Devonshire street, where they show samples of their granite. They have the most complete facilities for furnishing the material, either dressed or in the rough; and there is no handsomer material for building purposes, as it takes a very high polish and is of a very beautiful tint.

One of the grandest and most handsomely furnished hotels in the world is the Hotel Brunswick, located at the corner of Boylston and Clarendon streets. Its location is one of the most desirable in the city, being near the most noted churches, the art museum, new public library, natural history rooms, and the school of technology. The hotel is conducted on both the American and European plans. It is essentially fire-proof, and contains over three hundred and fifty rooms. The chambers are supplied with all the modern conveniences; every apartment has hot and cold water and every suite a bath-room. It is provided with passenger elevators and every convenience which modern science has suggested for the comfort and pleasure of its guests. This hotel has been the stopping place of many notable personages and is one of the most popular hotels in the city. It is especially popular as a home for the families of many of the wealthy business and professional men of Boston, and was the hotel at which the Dukes of Argyle and Sutherland stopped when visiting in this country several years ago. The cuisine is unsurpassed, and every appointment is as near perfection as is possible. The proprietors are Barnes & Dunklee, Herbert H. Barnes being the manager. The hotel was built in 1874, and cost nearly a million dollars. It is elegantly and elaborately furnished throughout.



HOTEL BRUNSWICK.

The erection of many of the largest and handsomest of the public buildings, as well as many of the great office and mercantile structures in this section, has been most satisfactorily accomplished by the firm of Woodbury & Leighton, who are without doubt one of the largest and most successful firms of contractors in New England. They make a specialty of the largest work, such as public libraries, school buildings, court houses, and the more costly private residences, and have facilities for completing the work from foundation to finish, doing the masonry as well as the carpenter and other work. Their offices in the



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Residence, 4 Highland Park, Boston Highlands.

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JOBBING OF ALL KINDS.

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DRAINAGE and VENTILATION.

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ARCHITECTURAL IRON WORKS.

Flynn's Patent Folding Fire Escape Ladder.

Iron Buildings and Bridges, Iron Beams and Columns, Iron Stairs, Jail Work, Railings, Fences, Finials and Crestings.

All Kinds of Builders' Iron Work, Blacksmith Work and Jobbing.

YORK METAL LATH.

76 Sudbury Street, BOSTON.

Telephone Haymarket 554.

Master Builders' Association building, at 166 Devonshire street, are fitted up in the best of shape for the transaction of their large and constantly increasing business. Here they have facilities for making estimates and working out the details for new buildings.

Some of the large public and mercantile buildings erected by them are: Boston Public Library, Copley square; Elliot Congregational Church, at Newton; Saint Stephen's Church, at Lynn; Saint Paul's Church, at Concord, N. H.; Boylston Market Association building, at the corner of Washington and Boylston streets; Brown, Durrell building, Kingston and Essex streets; the Farlow building on State street, and the Carter building on Washington, Water and Devonshire streets.

They were also the builders of the Bowdoin Square Theatre, a number of the elegant residences in the Back Bay district, and are now constructing a handsome store and office building at the corner of Tremont and Winter streets. They are always pleased to furnish estimates for constructing buildings of any sort.

Among the firms engaged in the different branches of the building business in Boston and New England none, as general contractors and builders, are more widely known than W. H. Keyes & Company, who do a general contracting and building business, and who have erected a great number of large private and public buildings in this city and vicinity. They have had many years of practical experience in their trade and have always been identified with the building interests. The building trade has been very good for several years past, and this firm have been doing a constantly increasing business ever since they were first established; gaining, also, in their reputation as skillful and conscientious workmen, fulfilling all their contracts to the entire satisfaction of all interested parties. They have an office at 17 Otis street, where they can be consulted at all times and where they are prepared to give estimates for all kinds of buildings.

No subject in connection with the erection and equipment of school, college, and other public buildings, is receiving more attention at the present time than that of warming, ventilating, and sanitary requirements. Upon these, more than upon anything else, depends the health and comfort of those who are obliged to spend a considerable portion of their time in the rooms of these buildings. Great progress has been made in the methods and apparatus for securing the best results in these respects, and in the erection and equipment of new buildings the matter is given most careful consideration. In fact so important is it that in most states there are stringent laws in reference to the ventilation and sanitary arrangement of buildings to be constructed for public occupancy. With the large number of "systems" now on the market, each one claiming to produce the most perfect results, it is not always an easy matter to select the one which will give the best satisfaction under all conditions. It is, however, safe as well as wise to give preference to those which have the endorsement of the best authorities on the subject, and which have stood the test in actual practice for a number of years. Among those who have been most successful in meeting modern requirements in the warming, ventilation, and sanitary appliances for public buildings, none have a better reputation than the Fuller & Warren Warming and Ventilating Company, with main offices at Troy, New York, and 43 Milk street, Boston; and associate offices in New York, Baltimore, Pittsburg, Chicago, and Amherst, Nova Scotia. They have equipped many public

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GENERAL AND

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Falconer Manufacturing Co.,

Manufacturers of

Incandescent Lamps * *
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OFFICE: *17 Wendell Street.*

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BOSTON, - MASS.

as well as private buildings all over the country with their system for heating and ventilating and sanitary arrangements, and in every case they have given the best of satisfaction. Their system has been reduced to a scientific basis and every possible requirement provided for. These facts have become so well known and established that the company is given the preference by the best authorities when consulted upon the matter. This company is always ready to supply estimates, make plans, and give any other information upon the subject of warming, ventilating, or sanitary arrangements, having in its employ some of the most expert and experienced engineers, who have made a specialty of these particular subjects. Those desiring to consult them can address the company at any of its offices as mentioned above and prompt attention will be given them.

R. Estabrook's Sons are the proprietors of the old and well-known City Iron Foundry, manufacturers of machinery castings of all kinds, boiler and building castings, soil pipe and fittings, and dealers in plumbers' supplies, earthen ware, brass work, copper and iron boilers, bath tubs, etc., etc. The works are located at the corner of First and C streets, South Boston, and are very extensive, being equipped with all the latest and most improved modern appliances for doing first-class work in their line. They have a very extensive trade all over New England in plumbers' supplies, and have a very high reputation for the superior quality and workmanship in all their goods. They have furnished a very large amount of plumbers' supplies for building purposes to the trade in this city, and in this line they carry a large stock, and are prepared to make to order any special design required, on short notice. The members of the firm are E. L., G. L. and F. Estabrook, who give their personal attention to every detail of the work. They are all men of practical experience in the business.

The Hygienic Refrigerators, manufactured by the Hygienic Refrigerator Company, 35 Hanover street, have been before the public for more than two years, and during that time have met with unqualified favor and have been highly commended and approved by all who have seen or used them. They are constructed upon the best of scientific principles, and their operation has proven them to be far superior to anything in the line of refrigerators yet produced. Each compartment of the refrigerator is separate and all removable, thus allowing the thorough cleansing of the whole, keeping every part sweet and perfectly clean. The consumption of ice is materially lessened, and it is therefore much more economical. They are perfectly insulated, and the system for circulating the cold air is such that the very best results are secured. They are thoroughly and carefully constructed in every part. The company furnish catalogues and prices, together with any other desired information, on application.

Isaac Blair & Company, the well-known building movers, whose office and yard are at 444 Harrison avenue, have done a very extensive business in the line of moving buildings and similar work. They have had many years of experience in this particular line and have all the necessary facilities for doing the work quickly and safely. Their business includes the raising and moving of buildings, raising of roofs, also the moving and placing in position boilers and other heavy machinery. They have special equipments for doing this class of work. This company have done a very large business in this city within the past few years, and the demand for their services is constantly increasing. They are always pleased to give estimates and to make contracts for work in their line.

S. BRENNAN & CO.,

MASONS AND BUILDERS.

General Contractors.

179 Cambridge Street, 17 Otis Street,

BOSTON, MASS.

One of the leading firms dealing in all kinds of masons' supplies, lime, cement, drain pipe, etc., is that of Berry & Ferguson, who have been established in the business since 1885, having their large yards and storehouses at 37 to 45 Medford street, Charlestown. This firm are New England agents for Standard Akron Sewer Pipe and make shipments in car-load lots direct from works; also carry at their wharf a large stock of all sizes of these goods, from which they are prepared to fill all orders promptly and in any quantity. They are also large importers of German and English Portland Cements, receiving shipments at steamship docks in Boston, from which they can supply the trade at lowest prices.

The firm have an extensive trade all over New England and their business is constantly increasing, as they carry the largest line and best quality of everything which they handle and have the facilities for supplying the trade promptly. Among some of the buildings which have been supplied with materials by them are the new State House Extension, Tremont building, Worthington building, Ames building, City Hospital, the new McLean Asylum buildings at Waverley, the Somerville, Brookline, and Medford high school buildings, and many others. The firm is thoroughly reliable and has a splendid reputation for honorable dealing. Handling materials in such large quantities they are able to sell at very low prices. This, together with their established reputation for promptness and the quality of the goods dealt in, has been the means of increasing their business until they now do the largest business of any concern in the city in their line.

Among the many materials in use for sheathing or deadening, there is none which gives better and more satisfactory results than Cabot's Sheathing "Quilt", manufactured and for sale by Samuel Cabot, 70 Kilby street. One layer of this is equal to six layers of rosin-sized paper and better than three of the best wool felt for sheathing or deadening, and it costs less than a cent a foot. Mr. Cabot is always pleased to furnish samples of the goods and give any desired information that may be required.

The Barbour-Stockwell Company, large iron founders and machinists, located in Cambridge, have been in business since 1882, and are now one of the largest concerns of the kind in this vicinity. They have a very large plant, thoroughly equipped with all the latest and most improved machinery and appliances for doing all kinds of iron work, making a specialty of builders' cast-iron materials. They have furnished the iron structural material for a great many of the large buildings in this city, including the Fisk, Proctor, Devonshire, and Tremont buildings. Their facilities are such that they can fill orders for this kind of materials very promptly, and their trade is constantly increasing. Their machine shop is one of the best equipped in New England, and a large force of skilled mechanics are constantly employed to fill the orders for their supplies which come from all parts of New England.

The American Fire-proofing Company, 166 Devonshire street, are the sole owners and manufacturers of J. G. Merrill's "Salamander" fire-proof composition, for use in building. It is considered to be one of the very best materials for the purpose manufactured, and is highly endorsed by the building trade everywhere. It is used as a lining between floors, and upon walls, ceilings, elevators, and light shafts, boiler rooms, doors, shutters, etc. It is air, dust, and vermin proof, and is also a sound deadener. The company have the facilities for manufacturing the goods in large quantities and their business is constantly increasing, orders being



Office and Works:

62, 64, 66 Dublin Street, Cambridge,

Telephone 532-4 Cambridge.

BOSTON OFFICE, 17 OTIS STREET.

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REAL ESTATE,

ALMONT STREET, MATTAPAN.

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REAL ESTATE DEALER.

39 Dundee Street,

BOSTON.

received from all over the country. Any information desired can be obtained by applying to the office, where W. D. Lombard, the efficient general manager, is always pleased to meet those in want of anything in this line.

The following architects, owners, and builders have used the "Salamander" fire-proof composition for buildings: —

Boston & Maine R. R. Station.
John Hancock Life Ins. Co.
Apartment Houses, Chambers St.
W. D. Vinal's Dwellings, Beacon St.
L.M. Merrill's Dwellings, Commonwealth Ave.
L. L. Fuller's Apartments, St. Botolph St.
Town of Wakefield High School.
Lenox Shoe Factory, Lynn.
T. L. Connolly's Apartment Houses, Reed St.
J. Rennison & Co.'s Elevator Shaft, Hanover St.
J. B. May's Stable, Tremont & Appleton Sts.
Apartment Houses, Tremont & Parker Sts.
Apartment Houses, Humboldt St.
Apartment Houses and Stores, Charter St.
J. Roessle's Stores, 597 Washington St.
Apartment Houses, 75 to 79 Roxbury St., T. T. Maguire.
Addition R. H. White & Co.'s Store, Washington St., J. Wm. Beal, Architect.
Spaulding's Hotel, Brockton.
And many others.

The Norton Iron Company, with office and works at East Everett, are thoroughly equipped for furnishing and erecting all kinds of steel structures and architectural iron work.

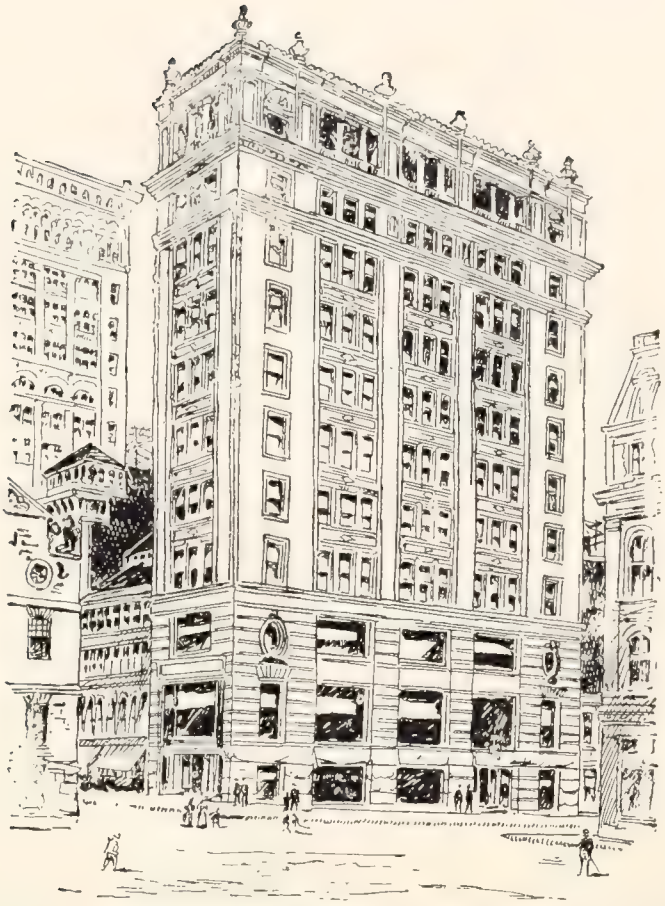
The massive steel structure of the Devonshire building, the Exchange Club building, and other prominent buildings in Boston and vicinity, have been framed entire at the works of this company.

They have also furnished and erected some of the finest ornamental iron work in Boston and throughout New England. The ornamental grilles, elevator fronts, balustrades, etc., in the Ames building, Youth's Companion building, Chamber of Commerce, Exchange Club building, and numerous other buildings, are good examples of the character and quality of their work.

Connected with their plant the company has an electro-plating department of large capacity, so that all kinds of bronze and copper plating, oxidizing, etc., can be furnished promptly. The company makes a specialty of bronze grilles, elevator work, etc.

Designs for all classes of steel structures, bridges, roof trusses, etc., are cheerfully furnished upon application.

One of the largest contracting and building firms in the city is that of the McNeil Brothers, who have constructed a very large number of the most elegant and costly buildings in this city, as well as many in other parts of New England and New York. The business was established in 1868, and the office of the firm is in the Master Builders' Association building, at 166 Devonshire street. The following are among the most important buildings erected by this firm: The elegant residences of William D. Sloane, John S. Barnes, Charles Larnier, and George H. Morgan, at Lenox, Mass.; residences of Cornelius Vanderbilt, F. W. Vanderbilt, Mrs. H. Mortimer Brooks, J. M. Fiske, H. H. Cook, William Gamewell, G. M. Hutton, and A. B. Emmons, at Newport, R. I.; the residences of Charles Francis Adams, H. C. Jackson, Mrs. H. Keyes, C. T. White, J. A. Beebe, Charles Head, H. H. Fay, Miss E. E. Sears, R. H. White, and many others, in this city; residences of J. S. Barnes, James A. Garland, and Charles Lanier, at New York. Among the mercantile and public buildings are the Hemenway,



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Special Attention given to Jobbing.

Residence, 81 DUDLEY ST.

1196 HARRISON AVE., Cor. Dudley St.,

BOSTON HIGHLANDS.

Chickering, Potter, Hunnewell, and R. H. White buildings, the Parker House, Boston Post Office and Sub-Treasury, Boston Real Estate Trust building, in this city, and a very large list of notable buildings in other cities. This firm is widely known as one of the most reliable and trustworthy, and has a very high reputation for the promptness with which all contracts are carried forward. Their business has very largely increased in the past few years and they are now engaged on several large contracts.

The business carried on by the well-known firm of S. L. Holt & Company, at 67 Sudbury street, was established in 1870, and has been one of the most successful business concerns in the line of steam machinery and motive power in the city. There have been a number of changes in the members of the firm, although Mr. Holt has always been at the head. E. G. Lamson was the partner at the time the business was established, but he sold his interest to John N. Coffin in 1872, and in 1873 Mr. Coffin sold his interest to S. G. Jones. In 1875 Holt bought Jones' interest and continued the business alone until 1888, when he admitted E. F. Bart as a partner. Five years later Holt bought Bart's interest and again continued alone until 1895, when he took D. M. Willard into partnership, and these constitute the firm at the present time. Mr. Holt is one of the best known and most reliable men in the business and has built up a splendid trade, having customers all over the United States and Canada. The firm deal in all kinds of steam machinery and motive power, both as manufacturers and agents for some of the larger builders of machinery in their line. During the twenty-five years that the firm has been doing business it has sold an immense amount of machinery, furnishing the complete steam plants for a large number of manufacturing establishments in different parts of the country. With his long experience in the business Mr. Holt is thoroughly familiar with the requirements of the trade and carries a large stock of the very best machinery, which he is prepared to furnish at short notice.

Among the contractors and manufacturers of apparatus for heating and ventilating buildings, there are none who have done a more extensive business in this line than Albert B. Franklin, 228 Franklin street, Boston. In addition to warming and ventilating apparatus he also does all kinds of sheet metal work. Mr. Franklin had the contract for the heating and ventilating apparatus for the new extension of the Massachusetts State House, and completed it to the entire satisfaction of those who had the matter in charge, and the system is pronounced to be wonderfully perfect, both as to details and results obtained.

In addition to the above work Mr. Franklin was also the successful contractor for the heating and ventilating apparatus in the buildings for the State Asylum for Chronic Insane, which are located at Medfield, Massachusetts. There are some twenty-four buildings in this contract, covering an area of fifty acres. He has also the contract for heating and ventilating the new hospital buildings at the Vermont State Insane Asylum, Waterbury, Vermont.

While Mr. Franklin has been successful in securing some of the largest work ever let in the State of Massachusetts, the same care and attention is given to the heating and ventilating of all his work, which includes all classes of buildings, among which may be mentioned the following:

Norfolk County Court House, Dedham; Middlesex County Probate Court House, East Cambridge; Searles Scientific Building, Bowdoin College, Brunswick, Me.; Institute of

J. B. WILSON,

CARPENTER AND BUILDER.

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CHARLESTOWN.

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All orders by postal card or otherwise promptly and personally attended to. All work warranted satisfactory. Draining and Ventilating a Specialty.

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Remodeling of Stores and Buildings.

Office Fixtures.

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33 PROVINCE ST., Off School St., **BOSTON.** ELECTRIC POWER.

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Practical Plumbers,

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BOSTON.

SPRAGUE & NUGENT,

Haymarket Square.

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A. DOUGLASS,

Carpenter

— AND —

Builder,

159 Lenox Street, Boston.

EDWARD DUGGAN,

Plumber AND Gas Fitting,

6 Linden Park St.,

ROXBURY, MASS.

Technology, Engineering Building; Worcester Academy, Worcester; Rindge Public Library, Cambridge; Providence Athletic Club, Providence, R. I.; Oxford Club, Lynn; Allston Club, Allston; Theta Delta Chi Club House, Tufts College; Y. M. C. A. Building, Melrose; Y. M. C. A. Building, Malden; Imperial Ottoman Bank, Constantinople, Turkey; Central Turkey, College, Aintab, Turkey; North China College, Tungcho, China; Stone Building, Boston; Fraklin Savings Bank, Boston; Watertown National Bank, Watertown; Millers River National Bank, Athol; "The Gables," Brookline; First Parish Church, Wakefield; Central Congregational Church, Newtonville; Grove Hall Universalist Church, Dorchester; Saint Ann's Church and Rectory, Waterbury, Connecticut; North Avenue Congregational Church, Cambridge; Lynn Congregational Church, Lynn; Roxbury Presbyterian Church, Roxbury; Saint Mary's Home for the Aged, West Hartford, Connecticut; Pilgrim Church, Dorchester; Old Oxford Hotel, Fryeburg, Maine.

Also the residences of Doctor F. W. Payne, Brookline; C. A. Coffin, Lynn; A. W. Beard, Lexington; D. B. Wesson, Springfield; Lester Leland, Boston; N. P. Jones, Melrose; Chester W. Kingsley, Cambridge; D. W. Butler, Woods Holl; D. B. Flint, Commonwealth Avenue, Boston; Hon. S. C. Lawrence, Medford; Fiske Warren, Harvard; E. B. Holmes, Brookline; F. J. Bartlett, Malden, and hundreds of others which space forbids us to name at this time.

Among the many school-houses which Mr. Franklin has heated and ventilated we may mention the following:

Dillaway School, George Putnam School, Parker Street School, Hyde School, Joshua Bates School, Bowdoin School, Winchell School, Bennett District School, Cushman School, Everett School, Florence Street School, Shaw School, Hillside School, Austin Primary School, Morton Street School, all in the city of Boston; Malden High School (new), Malden; State Normal School, Farmington, Maine; State Normal School, New Haven, Connecticut; Winslow Street School, Worcester; Woodlawn School, Worcester; Luther V. Bell School, Somerville; Wyman School, Winchester; Vinton Street School, Melrose; High School, Melrose; Union Street School Reading; High School, Reading; Gleason School, Medford; High School, Laconia, New Hampshire; Parker School, Jamaica Plain.

Joseph H. Davis, who has an office at 17 Otis street, in the building of the Mechanics' Exchange, of which he is a member, is one of the best known and most thoroughly competent plasterers in the city. He is engaged to do the work on many of the large buildings of modern construction, and his business is increasing. Among some of the more notable buildings upon which he has been engaged are the English High and Latin School, one of the largest school buildings in the country; the handsome Mason building on Kilby street; the Boston Art and the Elysium Club buildings, two very fine structures; Hotels Copley and Reynolds; the new Union Station, and many others equally prominent. Mr. Davis has few equals as a workman, and the superior manner in which he does all work entrusted to him speaks very highly for his skill and trustworthiness.

John A. Stetson and Herbert O. Stetson, doing business under the firm name of A. M. Stetson & Co., are dealers in wood, coal and lumber, and masons' materials. They carry a very large stock of the above and have the facilities for filling all orders promptly. They

W. J. McLEAN,

Carpenter AND Builder,

Coal Sheds, Elevators and Factories.

Brick or Wooden Buildings.

Jobbing promptly attended to on reasonable terms, in or out of town

Shop, 117 MERRIMAC ST.,

BOSTON, MASS.

Residence, 32 CONCORD AVE., Somerville.

M. AHERN,

Plumber and Gas Fitter,

Drainage and Ventilation a Specialty.

NO. 208 DARTMOUTH ST.,

Near Huntington Ave BOSTON.

Formerly with I. N. TUCKER.

HENRY C. ALLEN,

Carpenter and Builder,

WARREN ST. & HARRISON AV.,

BOSTON, MASS.

Residence, 527 MASSACHUSETTS AVENUE.

Jobbing done with Neatness and Dispatch.

J. B. WILLIAMS,

66 Trinity Terrace, Copley Sq., Boston.

HOUSE, STORE and OFFICE

Painting and Decorating,

Furniture Cleaned and Polished. Graining, Glazing, Tinting, Coloring, Kalsomining, Whitening, Paper-Hanging, Whitewashing. Front Doors and Vestibules Cleaned and Polished.

All the above executed with Neatness and Dispatch.

ESTIMATES FURNISHED FOR ALL KINDS OF WORK.

E. A. WIGHT,

Successor to WIGHT & WASHBURN

Wholesale and Retail Dealer in

EASTERN and WESTERN LUMBER.

Maple Flooring and Pine Roofing a Specialty.

Particular attention paid to filling orders for Frames and other Dimension Lumber, in Cargo and Car Lots.

OFFICE & YARD: 118 MALDEN ST.,

Member Master Builders' Association 166 DEVONSHIRE ST. BOSTON.

J. & W. VAN MALDER,

Painters.

ESTIMATES FURNISHED

For all kinds of Plain and Decorative Painting. :: ::

Orders for Sign Painting, Graining, Gilding and Paper Hanging promptly attended to.

J. VAN MALDER, 38 Harvard St., DORCHESTER.

WM. M. VAN MALDER, 7 Julian Street, ROXBURY.

Shops:

41 Withington St., Dorchester, and 50 Winslow St., Roxbury.

JAMES C. SMITH,

SLATE, METAL AND COMPOSITION ROOFING.

113 WARREN ST., ROXBURY,

And 93 ALBANY STREET, BOSTON.

Copper Gutters and Conductors, also Cornices and Chimney Tops made and put up.

Ventilators and Skylights.

EDWARD E. WELLS,

CARPENTER

SHOP, NO. 18 PITTS STREET.

Residence, No. 34 WEST CEDAR STREET.

BOSTON.

All orders for Jobbing, by mail or otherwise, promptly attended to

business has been established since 1836, and the firm is well known to the trade generally. They do a very extensive business, having customers all over the New England States. Their long experience in the business gives them many advantages, and they are always up to the times in everything in their line. They have furnished the material for a great many of the large buildings in this vicinity, and have a splendid reputation among the trade. Their office is at 44 Kilby street, and their storehouses and yards are at Stetson's Wharf, foot of I street, South Boston.

WILLIAM J. SULLIVAN, the well-known freestone contractor, 123 Swett street, has been established in business since 1880, and during that time has done a very large business in his special line, his trade not being limited to any one locality or section of the country. He makes a specialty of limestone and all kinds of sandstone, and is a contractor for building where this material is used. These materials are now used very extensively for building purposes, either for the main walls, trimmings, or for interior finish. Among some of the most notable of the modern buildings for which he has furnished the materials in his line are the International Trust, at the corner of Milk and Devonshire streets, one of the handsomest and most elaborate of the great office buildings in the city; the Registry of Deeds building in Cambridge, a solid and substantial structure, which is as near fire-proof in its construction as is possible; the new Worthington building on State street, which is just being completed, and in which the sandstone work shows to good advantage; the new Tremont Temple, the façade of which is original in design, and in the construction of which large quantities of stone have been used; the Farlow, Ames, and R. H. White & Company buildings, all of which are handsome and elaborately constructed buildings. These, however, are only a small part of the buildings which Mr. Sullivan has assisted in erecting and for which he has furnished the stone work. He is always pleased to give estimates.

THE BOSTON FIRE PROOFING COMPANY, 166 Devonshire street, are manufacturers of porous wares for floor arches, partitions, furring for outside walls, roofing tiles, and covering for boilers. The requirements of modern building construction make the use of some kind of fire-proof materials an almost absolute necessity, and there has been a growing demand for the product of this company, which has a recognized standing among the building trades. The materials are all of the best possible construction to secure the results, and have been tested sufficiently to prove their reliability under all circumstances. This company has furnished the materials for a very large number of the modern structures in this city and have a very extensive trade all over the country. They have large factories at Revere, where all their goods are made, and which are kept constantly busy in supplying the demand.

ONE of the largest firms in the city engaged in the production of building iron work, having a large and well-equipped foundry and machine shop for the purpose, is the firm of G. W. & F. Smith Iron Company, whose works are located on Gerard, Farnham and Reading streets, Boston. This company do a general foundry and machine business, and manufacture all kinds of iron work for building purposes. They are members of the Master Builders' Association, and are well known to the building trade of the city. The works are among the largest in New England and a very extensive business is done. They have furnished the iron work for a large number of the modern buildings in this city and vicinity, including Boston

A. B. EVANS & CO.,
SLATE, METAL, AND GRAVEL ROOFING.
Gutters and Conductors put up and Repaired.
Ventilating, Shutter and Elevator Well Tinning.
Jobbing Promptly Attended to.
Orders by Mail will receive prompt attention.
19 RIVER STREET, Off Beacon St.,
Residence, 31 GREENWICH ST., Roxbury Dist.

EDWARD AYLWARD,
Plasterer,
Whitening, Coloring and Whitewashing
PROMPTLY ATTENDED TO.
10 CHELSEA ST., CHARLESTOWN.
Lime, Sand, Mortar, Putty, Whitening and Plaster Paris for Sale.

ROBINSON & CO.,
PAINTING
AND
PAPER HANGING,
78 W. SPRINGFIELD ST.,
BOSTON.

JOSIAH RHODES,
Plumber
DEALER IN
STOVES - RANGES - FURNACES,
HARDWARE. TINWARE.
Tin Roofing, etc., promptly attended to.
360 CAMBRIDGE STREET,
ALLSTON.

ROBERT H. PICKETT,
Cleaning
AND
Pointing
OF MASONRY.
BRICK WALLS A SPECIALTY.
Master Builders' Association,
166 Devonshire Street, Boston, Mass

T. L. HICKEY & CO.,
CARVING AND MODELING
PAPIER-MACHE
LONDON PUTTY AND PLASTER.
49 WAREHAM STREET,
BOSTON.

F. W. STRICKLAND & CO.,
CARPENTERS
AND
BUILDERS
Jobbing of all kinds done in the best manner.
112 Dover Street, Near Cor. Washington St.
BOSTON.

H. H. PORTER A. H. McINNES.
PORTER & McINNES,
Carpenters AND Builders,
Particular attention paid to Jobbing.
119 NORTHAMPTON STREET,
Cor. Washington St. BOSTON, MASS.

Post Office, City Hall, New England Mutual Life Insurance Company, Hospital Life Insurance Company, Equitable Building, Globe Building, Transcript Building, Herald Building, Boylston Building, Keith's Theatre, Hollis Street Theatre, Jefferson Building, Mason Building, Concord State Prison.

T. S. Brown, carpenter and builder, at 40 State street, has gained a high reputation by the high principles upon which his business is conducted, doing none but first-class work and aiming to give satisfaction wherever he is employed. Mr. Brown has devoted his whole life to the trade for which he seems specially well adapted, and has been in business as a contractor and builder since 1872, when he established himself at the West End. Later he removed to a more desirable location; his business having greatly increased meanwhile, owing to the enviable reputation which he established for doing the best of work. In his present location he has steadily gained in the amount of business done. Among some of the buildings which he has erected are the Lockhart block on Causeway street, the Morse school house on Canterbury street, the city school building on Genesee street, Hotel Hampton, and the block of houses for Moses Williams on Battery street. Mr. Brown is a native of the state of Maine, is a member of the G. A. R., and also the F. and A. M. and Royal Arcanum.



LOCKHART BUILDING.

The Norton Door Check and Spring is acknowledged to be the best device yet introduced for closing doors automatically and without slamming or breaking the glass. It has been on the market several years and during that time the sales have been very large, the trade extending all over the world. It is a very simple device and can be readily attached to any style or size of swinging door. They are largely used by railroad companies for closing car doors, and almost every public building has them. Their use on doors in public buildings, and wherever doors are made with glass panels, is almost a necessity, as it not only keeps the door closed, but prevents any possibility of slamming and consequent breaking of the glass. Its construction is so simple and it is so well designed and put together that it does not readily get out of order or fail to work. It is manufactured by the Norton Door Check and Spring Company, whose office is at 505 Sears building, corner of Washington and Court streets. The company has its agents in all the principal cities in America, also in Canada, Europe and the British Colonies. Catologues and prices will be furnished on application either to the company or any of its agencies.

The firm of S. D. Hicks & Son, was established in 1849 by Samuel D. Hicks, his son being taken into the firm a few years ago. The firm do a very large business in copper work of all kinds, and manufacture copper and galvanized iron trimmings for building purposes. They have recently moved into a new and larger shop, provided with all the latest and most improved facilities for the prompt and satisfactory production of materials. Among some of

Maverick House. East Boston, Mass.

A. B. FOSTER, Manager.



ALWAYS COOL. SITUATED NEAR THE WATER.

TRANSIENT ROOMS
PER DAY $2.00. 75c. and upwards.

Special Rates for Permanent Boarders.

D. J. FITZGERALD,

Plumber AND Sanitary Engineer,

2692 Washington St.,

NEAR DALE ST.

JOBBING PROMPTLY ATTENDED TO.

Residence, 7 CHADWICK ST.,

BOSTON.

DAVID GUTROW,

Carpenter and Builder,

Jobbing of all kinds promptly attended to.

RESIDENCE, 15 DRACUT ST.,

Ashmont, Mass.

J. E. STANLEY,

Practical Plumber

AND Gas Fitter.

[illegible] Chandler Ave., - Ashmont.

Estimates Furnished. Jobbing promptly attended to

Residence, 6 WRENTHAM ST.

LEWIS C. WATT,

PLUMBER,

No. 59 Leverett Street,

BOSTON, MASS.

M. HAROLD,

Plumber AND Gas Fitter,

Rear 20 LAGRANGE ST., BOSTON.

LATEST SANITARY DRAINAGE and VENTILATION A SPECIALTY.

Jobbing promptly attended to. Estimates furnished on application.

Residence, 1615 WASHINGTON STREET.

Arthur P. Olson,

CARPENTER AND BUILDER,

64 Brookside Avenue.

JAMAICA PLAIN.

the buildings for which they have supplied materials are the new State House extension; Exchange building, State street; New Court House, Pemberton square, and many public and private buildings. Their trade extends all over New England. Their office and works are at 9 to 17 Bowker street.

FISKE, HOMES & COMPANY, 161 Devonshire street, are engaged in the sale of the higher grades of building bricks, such as buff, gray, blue, red, mottled, and other colors of front brick and terra cotta. They handle the products of large manufacturing companies, and have a large stock on hand at all times from which orders can be promptly filled. Their business in these lines is very extensive and reaches all over New England. They also deal in lime, cement, hair, plaster, and other building materials of this nature, which they are prepared to furnish in any quantity at short notice. They have done a very successful and constantly increasing business and are well known to the building community, where they have a very high reputation for square and honorable dealing.

THE BOSTON BLUE PRINT COMPANY commenced business three years ago and has since worked up quite a trade, which is rapidly increasing, both in new demands and very large business. It introduced electric light printing for use in dark and cloudy days; but after a trial it was discontinued by reason of its cost, and as a substitute a very sensitive paper was used on such days. Many experiments were then made to produce a good black and white print, so much desired by engineers and surveyors. After a great many failures, and at great expense, success was at last achieved and now they are enjoying the fruits of their labor, having the greater part of the trade. The largest printing frame in the New England States, and perhaps in the country, has been put into operation in order to keep up with the constant increase in their business. Their latest acquisition is the sole agency for the New England States for the Manifold Print Paper Company of Pittsburgh, which is recognized as the largest exporting and manufacturing concern of blue print paper and cloth, black print paper, detail paper, and tracing cloth in the country. The superior quality of these goods and the thorough reliability of this company has created such a demand in New England that it was deemed advisable to open a depot for their supplies, and the offer was made to the Boston Blue Print Company, who accepted, and now keep a large and complete stock of paper and cloth in all widths and all of the first quality (no seconds being kept or sold by them). With the best of facilities, best material to work with, combined with promptness and courteous treatment, the company is doing a large and constantly growing business.

THE firm of William Lumb & Company is one of the oldest and best-known in the plumbing business. The members of the firm are William Lumb and William H. Mitchell, both practical men and well known to the trade, and members of the Master Plumbers' Association. They have one of the best equipped shops in the city and do a very large business, paying especial attention to sanitary work, in which they have had a long and practical experience. They have done some of the largest jobs of plumbing and have a very high reputation for the thoroughness of their work and the skill with which it is accomplished. Their office and shop is located at 16 Province street and 1 Province court. In addition to doing a general plumbing business they do a large amount of contract work and are always pleased to make plans and furnish estimates, both in plumbing and hot-water heating, they being engaged also in the heating of houses by hot water.

FELICE J. PORTUNATO,

Carpenter and Builder,

No. 207 Blue Hill Avenue

:: MOUNT PLEASANT ::

WALTER STEDMAN,

Carpenter AND Builder,

12 CHERRY ST., NEAR Washington St.

BOSTON.

Jobbing of all kinds promptly attended to.

J. A. SUTHERLAND,

Carpenter and Builder,

63 BARTLETT ST., Near Norfolk House,

Boston Highlands.

Particular attention given to Jobbing, Shafting, and setting up all kinds of Machinery.

J. EDWIN SWAN,

Successor to Charles Tileston,

Plumbing, ✲ Gas Fitting,

Steam and Hot Water Heating,

Furnaces, Ranges, Tin Plate and Sheet Iron Work.

1141 WASHINGTON ST., Cor. River St.

DORCHESTER L. M.

Telephone, 75-3 Milton.

J. W. HANDY,

CONTRACTOR,

Mason and Builder.

Plastering, Concreting. Chimneys Repaired.

All kinds of Jobbing done at short notice.

OFFICE, HARVARD SQUARE,

BROOKLINE.

JAMES H. HAYES,

PLUMBER,

Sanitary Drainage and Ventilation.

Gas Fitting, Globes, Burners and Fixtures.

793 Tremont Street,

BOSTON.

Particular attention given to House Drainage and Water Service.

TELEPHONE No. 1228. Established 1874.

W. H. TREWORGY,

MANUFACTURER OF

HARDWOOD ✲ LUMBER,

Whitewood, Hickory, Walnut, Cherry, Maple, Ash, Oak, North Carolina Pine and Cypress,

CAR AND CARGO LOTS.

NO. 30 KILBY STREET,

Represented by CHARLES C. RUGGLES. Boston.

JAMES B. HAND,

PAINTER.

House, Sign & Decorative Painter.

Graining, Glazing, Whitening and Coloring.

WASHINGTON STREET,

BROOKLINE.

Among the manufacturers of plumbers' supplies who have built up an excellent trade in their line none have a better custom than C. W. Hodgdon, located at 164 High street. He is a manufacturer of brass specialties for plumbers' use, one of his specialties being the popular and well-known Hodgdon Brass Pipe Hanger, which he manufactures, and which is sold by all dealers in plumbers' supplies. In addition to his specialties he also gives special attention to plumbers' jobbing and nickel plating. He has the best of facilities for turning out first-class work, and has a very high reputation for his products. In his advertisement on another page may be seen an illustration of the brass pipe hanger, which is one of the best on the market and is having a very large sale.

J. A. Vickery & Son, who are members of the Mechanics' Exchange, are among the well known carpenters and builders who have assisted in the building up of the city, and do a very extensive business. They are at the rooms of the Exchange, 17 Otis street, between 12 and 1 P. M. each day, where they can be consulted, or may be addressed at their residence, 3 Sewall street, off Neponset avenue, Dorchester. They have been in business for several years and have established a reputation for thoroughness and honesty in their transactions which has won for them the custom of a large number of the real estate owners, who employ them in the construction of buildings of all kinds. They are well equipped for the business and have all the facilities for doing work promptly and in first-class shape, as is testified to in the many handsome buildings which they have erected within the past few years. There is nothing in their line which they are not thoroughly capable of doing, and they are always ready to submit plans and make estimates when called upon to do so.

The firm of C. A. Dodge & Company succeeded the firm of Vinal & Dodge in 1885, the business having been established in 1879 by Vinal & Dodge. The company are dealers in building materials of all kinds, and in addition to this are also extensively engaged in contracting and building, furnishing the labor and materials, doing not only the wood work but the masonry as well. The present members of the firm are C. A. Dodge and C. L. Williams, and the office is at 166 Devonshire street, with yards and shop at 244 A street, South Boston. A large stock of building materials are always kept on hand, and builders are supplied at wholesale prices. Among some of the numerous buildings which they have erected and furnished the materials for are the Emerson Piano Factory, Kennedy & Clark's stable (one of the largest and best arranged stables in the city), Hotel Austerfield, the Boston Button Company's building, the great Atlas Storage Warehouses on Boston wharf, and a very large number of other equally notable buildings in the city. They have never extended their trade outside of the city very much, as the local trade has given them a very liberal patronage. One of the specialties which they handle is the Builders' Adjustable Staging, which is a great convenience and is now used by most of the larger builders. Mr. Dodge has been connected with the building interests of Boston for a great many years, and is well known and highly respected by every member of the trade and the business men in general. His partner, Mr. Williams, is also a well-known business man and thoroughly acquainted with the needs and requirements of the trade which they supply. The facilities for handling orders are of the best, and promptness is one of the features of their dealings. The business has increased considerably within the past few years, and they now enjoy one of the best trades in their line in the city.

T. L. BARLOW,

ARCHITECT

AND

BUILDER,

59 Dracut Street,

ASHMONT.

BENNETT & RICE.

Steam and Hot Water Heating



and Coil Bending.

55 1-2 Sudbury Street, Boston, Mass.

JACOB NAGEL,

MASON

No. 16 MANSUR STREET,

JAMAICA PLAIN.

JOSEPH IMHOF.

Mason and Builder,

14 Armstrong Street,

JAMAICA PLAIN.

CLARK & SMITH,

Manufacturers of

Band Sawed Mahogany Lumber.

CABINET WOODS AND VENEERS,

COR. BEVERLY and TRAVERS STS.,

Boston.

D. N. PALMER,

PLUMBER

AND

GAS FITTER,

483 TREMONT ST., Near Dover St.

Drainage and Ventilation a Specialty.

TELEPHONE, TREMONT 1102.

JOHN EDGERTON,

Plumber and Gas Fitter,

Jobbing promptly attended to.

Particular attention given to Drainage and Ventilation.

187 1-2 Centre St.,

BOSTON.

Estimates Furnished.

In connection with the building up of Boston, especially the modern structures in the construction of which large amounts of steel and iron have been used, mention should be made of the firms which have furnished this material. The New Jersey Steel and Iron Company, the individual members of which are Abram S. Hewett and Edward Cooper, with large rolling-mills at Trenton, New Jersey, have been largely represented in the buildings in Boston. Their mills are among the largest for manufacturing structural iron and steel, for buildings, bridges, etc., in the country, and the product is enormous. The material is of the very best quality and especially adapted for the above purposes, as it is made with special reference to this class of work, and great pains is taken to have it up to the best standard. They make iron and steel beams, girders, etc., are engineers and manufacturers of and contractors for building bridges, roofs, and other iron and steel construction, furnishing plans and estimates for the same. They have a very extensive business all over the country, and furnished the material and constructed the Endicott building in Saint Paul, Minnesota, one of the large modern buildings of that great city; also the Cooper Union, in New York, noted everywhere for its size and symmetrical proportions, and the iron and steel work for the elevated railroad in New York and Brooklyn. Among the buildings in this city in which their material has been used are the famous Tremont Temple, now in process of erection, the Lincoln building, the handsome addition to R. H. White & Co's. store, and many others. They also furnish and put in place the Metropolitan fire-proof floors which are so largely used in New York and other large cities. In Boston these floors were put in the Lincoln building and several apartment houses.

There is a growing demand throughout the country for better protection, especially in the smaller villages and outlying districts beyond the reach and protection of the city fire department. The insurance companies are growing more particular about taking risks in these districts, except at exorbitant rates, and this has led to the adoption of fire extinguishers of one kind or another, either by the town authorities or by property owners. In many cases there is not a sufficient supply of water in these districts to make a steam fire-engine available, even if it could be afforded, so that some form of an extinguisher using a chemical preparation requiring but a small quantity of water is adopted. For this purpose the "Emergency" Multiple Fire Monitor, Portable Fire Tank, and Hand Fire Extinguishers, manufactured by the Emergency Fire Extinguisher Company of Manchester, New Hampshire, with a Boston office at 53 Sudbury street, have proved to be a complete fire department at small cost, unequalled in efficiency, and designed for protecting villages, hotels, steamboat wharves, freight depots, public buildings, factories, stock farms, racing stables, isolated buildings and dwellings, where the water supply is necessarily limited. In fact, all buildings equipped with the hand extinguishers are safer, because they are on the spot and are immediately available upon the breaking out of fire, and past experience demonstrates fully their efficiency.

These devices for protection against fire are the result of a very careful and practical scientific combination of chemicals in convenient portable tanks especially designed for the purpose and which have demonstrated their usefulness and efficiency in a great number of cases, where they have been the means of saving valuable property that would have otherwise been a total loss. Over thirty thousand of these Emergency Hand Fire Extinguishers have



OLD STATION OF THE FITCHBURG RAILROAD, CAUSEWAY STREET.



FORMERLY THE LOWELL STATION, NOW PART OF THE NEW UNION STATION, CAUSEWAY STREET

W. F. Webster Cement Co.

Manufacturers of

Webster's Original Elastic Cement,

For Bedding Slates, Pointing Stone, Wood, Iron, and Repairing Leaky Roofs and Chimneys.

FACTORY: ALBANY STREET,

CAMBRIDGEPORT, - - MASS.

GEO. H. SMITH. W. A TOWER.

SMITH & TOWER,

ROOFERS

Slate, Tin, Copper and Composition Roofs Applied and Repaired.

Office, **112 Northampton St.,**

BOSTON.

CHARLES BRACELIN.

Carpenter and Builder,

Repairs of all kinds executed promptly.

FURNITURE REPAIRED. JOBBING OF ALL KINDS.

201 MASSACHUSETTS AVE.,

Opp. Caledonia St., Back Bay,

BOSTON, - - MASS.

SEABOARD LUMBER CO.,

FAIRFORD RIFT FLOORING.

MANUFACTURERS OF

Yellow Pine and Cypress Lumber.

Exchange Building, STATE ST.

BOSTON.

MAIN OFFICE, 12 BROADWAY, NEW YORK. YARD, CHARLESTOWN, MASS.

C. W. RODLIFF, MANAGER BOSTON BRANCH.

J. J. HILL & CO.,

CABINET MAKERS,

MANUFACTURERS OF

Wood Mantels. Custom Furniture.
Bank, Store and Office Fitting.
Interior Finish.

26 & 30 THAYER ST., BOSTON.

D. L. REARDON,

Plumbing ✱ Stoves ✱ Tinware.

355 Broadway,

SO. BOSTON.

S. A. RICE.

CARPENTER ✱ ✱

Jobbing and Repairing of all kinds.
Store Fittings. Furniture Repaired.

Residence, 93 FAYERWEATHER ST.,

Shop, Church St., - Cambridge, Mass.

WM. BALMER'S NEW BLOCK.

JAMES J. LOGAN,

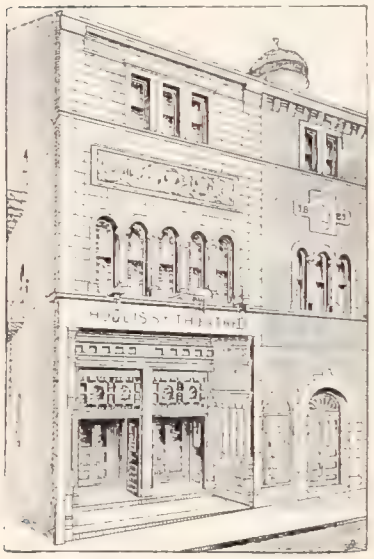
Plumber AND Gas Fitter,

203 HAMPDEN ST.,

BOSTON.

Latest Sanitary Drainage & Ventilation a Specialty.

been sold in New England within twelve months, and in that time one hundred and forty-three actual fires have been subdued by their use. This speaks very highly for the apparatus and is an excellent recommendation for their general adoption by villages and towns that have no other means of fighting a conflagration, which is liable at any time to break out and destroy property where its loss will be most keenly felt. Not only this, but wherever such protection is afforded the rates of insurance are invariably made lower. The different styles of apparatus are made with special reference to use where regular fire department apparatus is not at hand. They are also made in different sizes, according to the use to which they are to be put. The Hand Extinguishers are of two sizes: the Factory, which sells at $2 each, and the Cottage at $1. The Portable Fire Tank, which is arranged to be readily carried about, sells at $65, and the Emergency Multiple Fire Monitor, which is arranged on wheels so that it can be drawn about by hand, sells at $400. The company are always pleased to demonstrate the efficiency and value of their apparatus, and to give any and all information desired. Towns looking for the most economical, efficient and satisfactory apparatus should correspond with this company.

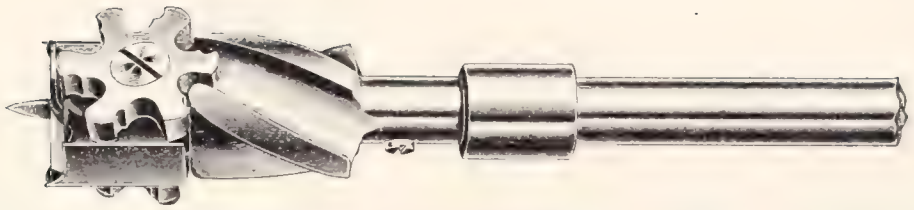


HOLLIS STREET THEATRE.

The Hollis Street Theatre, which occupies the historic spot where the old church by the same name stood for so many years, is one of the most deservedly popular theatres in the city. Located well up-town, it is patronized by the very best class of people, and the attractions are always the best that can be had. The proprietor and manager, Isaac B. Rich, is one of the best known and most popular men in the business. He has made the Hollis a popular resort and the most successful of all high-class places of amusement in the city, playing only the representative combinations of America and Europe. The coming season at this house—1895-6—promises to be ahead of any that have preceded it in the number of well-known attractions. Everything will be done to keep up the high reputation which this theatre has gained since it was opened to the public.

The Bay State Brick Company, a corporation having its office at Smith building, 15 Court square, and operating brick yards in Cambridge and Medford, is one of the largest, if not the largest, manufactories of this immensely necessary supply for builders. Established in 1863, the progress of the company has been steadily forward, until to-day their annual capacity amounts to sixty million. They have unequalled facilities for handling the largest jobs and have constantly kept abreast of all improvements in methods of manufacture and are using to-day the best machinery anywhere obtainable. The result is a superior quality of brick, which they are able to supply at a most reasonable price owing to the immense volume of their business. Their business reputation is of the highest, and their customers are sure of prompt delivery, full count, and entire value for their money.

So largely have the bricks manufactured by this company obtained possession of the market, that it would be difficult to mention a single building of importance in Boston into the



THE ONLY AUGER THAT MAKES A SQUARE HOLE, MORTISE, OR GAIN BY A ROTARY MOTION

THE ONLY AUGER THAT BORES OUT THE WOOD AT ONE OPERATION, LEAVING CLEAN-CUT CORNERS.

It can be Instantly Changed to a Round Auger.

Every Contractor should see our Hand Boring Machine.

PEARL SQUARE AUGER MFG. CO.,

24 Kingston Street, BOSTON, MASS., U. S. A. Factory, Rochester, N. H.

W. J. HAYWARD,

Mason and Contractor.

STONE & BRICK WORK.

CONCRETING AND GRADING.

Jones Avenue, - Dorchester.

JOSEPH J. PICKETT,

Pointer and Cleaner of Masonry,

BOX 194,

Master Builders' Ass'n Rooms,

166 DEVONSHIRE ST.,

BOSTON.

Residence, 21 Western Ave., Cambridgeport.

J. T. PHELAN,

Sanitary Plumber,

17 Brattle Square,

CAMBRIDGE.

TESTING OF SOIL and DRAIN PIPES
By Patented Process.

construction of which they have not gone, and their trade stretches out into all the surrounding territory.

They have facilities for manufacturing brick of all sizes and descriptions, but in all kinds manufacture only the highest grade of goods. They are too well known to all Boston builders to need any especial recommendation, and it is a sufficient guarantee of the excellence of the materials to be used in any building if the contractor agrees to use the Bay State bricks.

The well-known firm of Carpenter–Morton Co., dealers in paints, oils and varnishes, has a history extending over fifty-five years. It was founded in 1840 by Eleazar F. Pratt. In 1843 it became Pratt & Rogers; in 1846, Pratt, Rogers & Co.; in 1849, Banker, Crocker & Co.; in 1852, Banker & Carpenter; and in 1863, Carpenter, Woodward & Morton. In 1892 it was incorporated under the laws of Massachusetts, with a capital of $100,000, George O. Carpenter becoming the president, John D. Morton, treasurer, and these, with Frederic H. Newton, Edwin A. Rogers, and George C. Morton, directors. The business of the house was begun at 5 Broad street, but in the following year it was removed to 107 and 109 State street, where it remained for about thirty years. In August, 1861, the building was destroyed by fire, but a new building was immediately erected on the same spot and the business continued almost without interruption. In 1871 the entire business was removed to the factory, which was located in Clinton street; but the offices only remained here until 1877, when they were again removed to their present commodious quarters at 151 Milk street. This company has come safely through the many financial panics and other business depressions and has always maintained a clear financial record. Many of the customers which began with the firm when it started have continued with it up to the present time, which is a pretty good guarantee of square and honorable dealing. Mr. Carpenter has been with the firm for forty-eight years and Mr. Morton thirty-six years, and both men are, and always have been, closely identified with the business interests of the city, and have held many responsible and honorable positions in the associations connected with the trade which they represent. The other members of the company are all men who have grown up with the firm and are thoroughly familiar with all the details of the trade.

The Smith Desk Company, 51 and 53 Cornhill, are extensive manufacturers of roll-top desks, bank and office furniture, and first-class cabinet work of all kinds. The business was established in 1830, and the concern has always maintained a reputation for doing the very best of work. With a large factory at 101 to 103 Canton street, fitted up with every appliance for doing cabinet work in all its branches, and with a force of skilled workmen employed, this company offer the best of everything in their line. They make a specialty of roll-top desks, of which they were the originators, and which they have been building for more than twenty years; and these have been sold to the best class of trade in every state in the Union, and in the principal cities of Europe, East and West Indies, Australia and Sandwich Islands, and wherever they have gone the universal report is that they are unsurpassed either in design, or quality of material and workmanship. In addition to the desk business the company is extensively engaged in the manufacture and sale of office furniture of all kinds, made from the very best of materials by skilled and experienced workmen, either made to order or in stock. The company is always pleased to make plans and estimates for the complete furnish-

M. McPHERSON,

Carpenter

— AND —

Builder,

1 Kenney Street,

ROXBURY.

W. LOCKHART & CO,

Carpenters AND Builders,

Particular attention paid to Fitting up Stores, Offices and Counting Rooms.

Case Work of all kinds. Office Furniture Made and Repaired

18 HARVARD PLACE, 3d Floor, BOSTON.

Opposite Old South Church.

MILTON F. REYNOLDS,

Contractor and Builder,

BROOKLINE, - MASS.

ROBERT MACKENZIE,

Plumber and Gas Fitter.

Special Attention given to House Drainage and Ventilation.

201 Massachusetts Ave., opp. Caledonia St.,

BACK BAY, BOSTON, MASS.

Orders promptly attended to.

Fales Combustion Co.

Manufacturers of

Cast Iron and Steel

Warm Air and Combination Heaters.

51 Charlestown St.

Boston.

E. R. GREGORY,

Carpenter and Builder,

75 West Dedham St.,

UP ONE FLIGHT, ROOM 2. BOSTON.

A. W. FORREST,

MANUFACTURER OF

Copper AND Galvanized Cornices,

Finials, Window Caps, Etc.

Skylights, Ventilators, Conductors, Gutters, Tin and Copper Roofing.

436 HARRISON AVENUE,

BOSTON, MASS.

ing of offices, banks, etc., with all the necessary furniture and cabinet work, and their prices are as low as are consistent with good material and workmanship.

The Boston Wharf Company was organized in 1836, and acquired its lands from the Commonwealth of Massachusetts and completed the filling of the same in the year 1872. For many years it devoted its property exclusively to the storage of sugar and molasses, which at the time paid the stockholders handsomely. Some twelve years ago it began using its property for other purposes, and during this time there are few places in the city of Boston on which building operations have been carried on to such an extent as here. The property embraces some three million feet of land; and in the last ten years on considerable parts of this have been built substantial brick warehouses, factories, and other structures for business purposes. It is estimated that upon its own lands, and upon lots sold by it, there has been spent in new buildings in the past decade at least $2,000,000. Upon its property are now located the public warehouses of the Atlas Stores and Williams Stores, and the private warehouses of such considerable concerns as Jordan, Marsh & Co., Shepard, Norwell & Co., Jones, McDuffee & Stratton, Brown, Durrell & Co., Dudley, Battelle & Hurd, Baxter, Stoner & Schenkelberger, the American Radiator Co., Smith & Winchester Co., American Bell Telephone Co., New England Telephone & Telegraph Co., Horace Partridge & Co., Hamburger Bros., Boutwell Bros., Lombard & Co., and many others. There are also here located the factories of Pierce & Son, C. L. Hauthaway & Sons, Chase & Co. Corporation, Boston Button Co., Consolidated Electric Co., Moore & Wyman Elevator Co., Bay State Belting Co., Pabst Brewing Co., Rochester Brewing Co., Albert & J. M. Anderson, the very large plant of the Boston Plate & Window Glass Co., Simpson Bros., and many others. There are also located upon its wharves Curran & Burton, agents for the Norfolk & Western Railroad Co., L. G. Burnham & Co., Stillman F. Kelley & Co., H. Gore & Co., and Charles A. Dodge. On other parts of the property are located the extensive stables of the American Express Company, the Herdic Phaeton Company, Flanders & Co., Handy & Waterhouse, and others. The property is all held by the company for improvement for business purposes, and the company is at all times ready to erect buildings suited to the wants of desirable tenants. The capital of the company is $600,000, and it has a surplus of over $1,500,000. The present officers are as follows: President, Hon. Charles Theodore Russell; treasurer, Joseph B. Russell; clerk, Charles Lowell; and the following directors: Charles Theodore Russell, A. C. Washburn, John M. Clark, Edwin F. Atkins, Joseph B. Russell, Solon O. Richardson, Waldron Bates, J. Willard Pierce, Arthur Hobart, Charles Van Brunt, and William L. Chase.

The American Radiator Company, whose principal office is at 111 to 113 Lake street, Chicago, and Boston office at 44 Oliver street, was organized in 1892, being formed from the Michigan Radiator and Iron Manufacturing Company, the Pierce Steam Heating Company and the Detroit Radiator Company, and is the largest manufacturer of radiators in the world. They make radiators for steam and hot-water heating of every description, and do an immense business in this line, sending their products to every civilized country in the world. They have supplied a large majority of the radiators used in the buildings that have been put up in this city during the past five years, and their business is steadily increasing in this part of the country. Being the most extensive manufacturers of this line of goods they are prepared

JAMES WARNOCK,

CARPENTER
AND GENERAL JOBBER,

99 OLIVER STREET, Fort Hill Sq.,

Office Work a Specialty. BOSTON.

WILLIAM HENNESSEY,

Jobbing Mason AND Plasterer,

WHITENING.

Residence, 125 CABOT ST. Drains, Furnaces, Ranges & Boilers Set.

SHOP, 32 CABOT STREET,

Junction of Tremont St. ROXBURY.

EMERY & STUART,

Successors to T. E. Stuart & Co,

BUILDERS,

166 DEVONSHIRE ST.,

BOSTON.

JOHN A. EMERY,
Residence, 166 Huntington Ave.

HOLIAN BROTHERS,

GALVANIZERS,

10 & 12 FULTON ST.,

BOSTON.

Arthur L. Hersum,

Formerly with HAWTHORNE & SON,

SANITARY PLUMBER

27 PROVINCE ST., - BOSTON.

DRAINAGE AND VENTILATION A SPECIALTY.

All orders promptly attended to.

TELEPHONE NO. 1450.

WM. E. SHERIFFS,

PLUMBING.

70 BROAD ST., BOSTON.

Special attention given to Waste Pipes, Drains, Water Closets and Ventilation.

Branch Office at Hull, Mass.

E. W. SELDON,

BUILDER

Store and Office Fitting.

No. 134 ELIOT STREET,

BOSTON.

GEORGE W. PERKINS,

Gas Piping

AND REPAIRING.

21 AVERY ST., Cor. Mason,

ORDER BOX,
166 DEVONSHIRE STREET, BOSTON.

TELEPHONE 2521.

to supply them at the lowest prices that are consistent with good material and workmanship; and they keep up to the times in styles and designs, having constantly on hand a large assortment of all their patterns, very advantageously displayed at the show-rooms of their various branches. These samples are beautifully decorated, and intending purchasers will find much of interest at either of their show-rooms. The Boston show-room and office is very large, beautifully furnished, being in all its apartments one of the finest offices in the country.

In addition to the Boston branch at 44 Oliver street the company has branches at 92 Centre street, New York; 506 Arch street, Philadelphia; 52-53 De Menil Building, St. Louis; 330 First street, North, Minneapolis; 1810 Blake street, Denver; and 143 Queen Victoria street, London, Eng.

The company publishes a catalogue of their goods, and they are always pleased to send the same on receipt of any request.

Among the many dealers in building stone the house of J. J. Cuddihy occupies a prominent place. This house deals very largely in North River flagging stone and blue stone for walks, crossings, wall copings, caps and sills, underpinning, steps, etc., and in which they handle rough and fine cut.

The excellence of this material is well known by all builders, and is manifested by the class of buildings for the erection of which Mr. Cuddihy has furnished the stone.

A partial list of such buildings would comprise Kennedy College, Bar Harbor, Me.; the houses of Mr. Goelet and Mr. Burden at Newport, R. I.; Mr. John Sloan's house at Lenoxdale, Mass.; the Lawrenceville School in New Jersey; the High School and Oxford Clubhouse at Lynn, Mass.; Ware and Winthrop Halls, Cambridge, Mass.; the Unitarian, Baptist and Catholic churches, in Brookline and Dedham, Mass.; Lincoln school-house and R. H. and Joseph White's houses at Brookline, Mass.; the new Court House, new City Hospital, and New England Telephone and Telegraph Company's building, S. S. Pierce and Co.'s building, in Boston; as well as the dwelling-houses of Messrs. Fay, Amory, and Minot, and Dr. Bryant; several houses in the Back Bay for H. H. Savage, Esq., United States Hotel and Phillips building; besides ten school-houses for the City of Boston, some completed, others under construction.

Also the new Exchange Club's building on Batterymarch street, the Grove Hall Universalist Church, Worthington building on State street, the new Tremont Temple, all in Boston, and in the school-houses of Somerville, and Tufts Library of Weymouth, Mass.

The firm is composed of J. J. and M. H. Cuddihy, and has been established for thirty years, during twelve of which their business has been conducted at their present location on Albany street, where their wharf is situated. They also have offices at the Mechanics' Exchange, 17 Otis street, and at the Master Builders' Association, 166 Devonshire street.

It is a recognized feature that heat or frost have little or no effect on this stone, and it has no equal for sidewalks and crossing stones, as its extensive use in all cities will bear witness.

The American Gas Machine, manufactured by the Automatic Gas Machine Company, 112 Bedford street, has been largely introduced and become well and favorably known in the New England States, and it is claimed by the company to be the only automatic gas machine made

Established 1837.

J. O. WETHERBEE,

Successor to LOVEJOY & CO.,

LUMBER.

Clapboards, Shingles, Spruce, Eastern and Western Pine; Spruce, Birch and Hard Pine Floors, and Kiln Dried Stock,

CONSTANTLY ON HAND.

CALIFORNIA

REDWOOD SHINGLES and LUMBER.

182 CAUSEWAY ST.,

First Wharf East of Fitchburg Depot,

BOSTON, - · · · MASS.

PARRY BROS. & CO.,

— DEALERS IN —

BRICK OF EVERY DESCRIPTION.

— ALSO —

Agents for the Sale of Eastern Brick.

10 BROAD ST., = BOSTON.

YARDS AT

Belmont, Mass; Concord Ave, Cambridge. Foot of Raymond Street, Cambridge; Concord, N. H.

LALLY & MONTAGUE,

STONE ✣ POINTERS.

BRICK AND STONE WORK

Neatly Cleaned and Pointed.

MASTER BUILDERS' ASSOCIATION,

166 DEVONSHIRE STREET, Box 126,

BOSTON, MASS.

T. J. LALLY. H. MONTAGUE.

E. C. McGINNISS,

SLATE, TIN and GRAVEL **ROOFER.**

Particular attention paid to Repairing Roofs.

RESIDENCE, 40 COURTLAND ST., EVERETT.

Office, 86 CHARDON ST.,

BOSTON, = MASS.

G. PENSHORN,

Slate, Tin and Gravel

ROOFER

Gutters and Conductors made and put up.

Repairing a Specialty.

NO. 144 LAMARTINE STREET,

JAMAICA PLAIN.

R. H. HILLS,

ARCHITECTURAL and GENERAL

Wood Carving,

34 BEVERLY ST.,

BOSTON.

ESTIMATES GIVEN.

JOHN FEENEY,

Slate, Tin, Copper and Composition

ROOFER

OFFICE: NEAR

15 NORTH GROVE ST. Cambridge St.

Orders left at Lowdon Bros, Plumbers, 36 Province St.

Residence, 31 Blossom St. BOSTON.

Gutter and Conductor Pipes put up and repaired.

in this country, requiring no care or attention whatever, and the only machine that can make a perfect illuminating gas for fifty cents per thousand feet, from the fact that it uses up every drop of oil, none having to be drawn off or wasted, as with all other machines.

These machines are especially adapted to the lighting of dwelling-houses, hotels, churches and factories, either for lighting, heating or cooking. There are a great many of them in use in and around Boston, and the company refer to these to prove that they are correct in making this statement.

Parties interested should correspond with the company, who will furnish all desired information.

WALTER S. SAMPSON does a general business as a mason and builder, having his office at 53 State street. Mr. Sampson is one of the best known men in the business, having been identified with the trade for a great many years, and having an established reputation which places him in the front rank among the masons of the city. He has built a great many structures in different parts of the city and has all the facilities for doing first-class work promptly and to the entire satisfaction of those by whom he is employed. Mr. Sampson is a member of the Master Builders' Association and has a wide acquaintance among the trade. He is prepared to make estimates on anything in his line and take contracts for doing all kinds of masonry work, which he executes in the most skillful and workmanlike manner.



COURT HOUSE.
BY PERMISSION OF WALTER S. SAMPSON.

NUTTER & SEABURY do a general business in steam and hot-water heating in all its branches. They have had years of practical experience, and with the best of facilities and the latest modern improved appliances for doing the work are specially well fitted to do anything in the line of putting in a heating system, doing all the work in connection with the plant. They make a speciality of equipping public buildings, private residences and factories with heating systems. They have in their employ a force of the most skilled workmen, and do nothing but first-class work, as is testified to by the many very large contracts which they have fulfilled to the entire satisfaction of their customers. They have furnished the heating system for a very large number of the largest and best houses and office buildings in this city, among them being the Grand Opera House, Boston; Hotel Graffam, Beacon and Boylston streets, Boston; Hotel Erickson, Commonwealth avenue, Boston; Hotel Majestic, New York City (the largest hotel in New York); Joseph Jefferson's private residence, Buzzard's Bay, and the John P. Webber house, Corey Hill. This firm at present have a large amount of work on hand, and are always ready to furnish plans and estimates. Their office and shop is at 51 Oliver street, and their telephone number is 1801.

THE BOSTON AUTOMATIC FIRE ALARM COMPANY, 111 Milk street and 15 Central wharf, which succeeded to the Boston business of the Automatic Fire Alarm and Extinguisher Company and the United States Electric Fire Signal Company, are doing an extensive and increasing business in supplying the larger buildings with automatic and manual fire alarms of the latest and most improved kind, which have received the unqualified endorsement of the insurance companies and been adopted by more than four hundred buildings in and around Boston. The foundation of an automatic fire alarm is the thermostat, or heat detector, and the system introduced by this company has been developed to a wonderful degree of perfection. The thermostats can be adjusted to any degree of temperature and are arranged at short intervals along the ceiling of every room, so that any excessive heat, such as is caused by a fire in any one of these rooms, sets the system in operation and the proper parties are at once notified of the fact. In this way a fire has no chance of getting under headway before it is discovered. The company have equipped a very large number of the largest buildings with their system, and in all cases it has proven a very efficient safeguard, preventing what might otherwise have been a very serious conflagration. The company are always pleased to give any information and furnish estimates when applied to. They have a force of skilled workmen to install the system in buildings and are recommended to the public by the insurance companies, whose appreciation is shown by a reduction of ten per cent. on insurance rates.

ONE of the best known firms in the manufacture of architectural sheet metal work, in this part of the country, is that of E. Van Noorden & Co., 383 to 387 Harrison avenue. The business was established in 1873, and has grown to be a very large and important industry, employing a large force of skilled workmen in getting out the specialties, such as metal skylights, ventilators, shingles, ceilings, etc. These goods have a very high reputation among the trade and are largely used in the construction of modern buildings, especially in the large towns and cities throughout New England, although the trade which the concern enjoys is not confined to this territory, for large shipments are made to the West and South. There are some very handsome buildings in this city that have been furnished with the product of this company, and the quality of the work speaks for itself. Among such buildings are the Manufacturers' Bank building, National Rockland Bank, Bay State Type Foundry, Boston Button Company, Edison Electric Illuminating Company, Mechanics' Iron Foundry, Standard Cordage Company, King's Brewery, City Hospital, Elysium Club building, Institute of Technology, New England Conservatory of Music, New Public Library, Palace Theatre, Agassiz Museum, Cambridge, Registry of Deeds, East Cambridge, Castle Square Theatre, A. Shuman & Co., Armstrong Transfer Company, B. A. Atkinson & Co., Bigelow, Kennard & Co., Boston Gas Light Company, Boston, Revere Beach & Lynn Railroad, R. H. White & Co., Silver Grill, Country Club, Brookline, Jordan, Marsh & Co., and the Masonic Temple. Nothing but the best of material is used, and with the long experience of the company everything is up to date in design and finish. With every facility for doing anything in this line the company are able to take contracts for special work with the assurance that it will be done in a satisfactory manner in every way. The company will furnish catalogues of materials carried in stock when applied to, or will make estimates on special designs if desired.

IN 1884 Charles Lemmler established the business as contractor and builder which he has since carried on with such marked success. Few men that started in at the time he did have

been more successful or built up a better business. With years of practical experience at the trade, he was especially fitted to carry on the business in a way to make it both profitable and satisfactory. He has built a very large number of structures of all kinds, including many very handsome residences throughout New England, and has won the esteem of the building public by his straightforward and business-like transactions. Beginning in a small way he has built up a trade which is to-day one of the best in his line, and it is constantly increasing each year. He has the facilities for doing all kinds of building, and is always pleased to make plans and estimates when called upon to do so. His shop and residence are on Washington street, near Beach street, Roslindale, where he can be consulted by those about to build.

THE many advantages of cypress wood for building purposes have become very generally known, and its durability for certain purposes — notably for shingles, gutters, and conductors — is superior to that of any other material commonly used.

The leading house making a specialty of this lumber and its products is The A. T. Stearns Lumber Company, whose president and founder, A. T. Stearns, was the pioneer in the introduction of cypress into New England.

The business was established by Mr. Stearns in 1849, and was incorporated as a stock company in 1883. The business comprises lumber yards, planing and moulding mills, a door, sash and blind factory, etc., and the company manufactures sheathing, flooring, clapboarding, gutters and conductors (under their own patents), mouldings, and fittings of all kinds, and all varieties of lumber used by carpenters and builders.

Its supply is obtained from large mills in the South, and its dry-houses at Neponset contain over a million feet, while with mills containing new and improved machinery no expense is spared in reaching the best results. The main office of the company, its mills and wharves are at Neponset, Mass.; and it has, also, two offices in the city proper — at 166 Devonshire street and 104 Friend street — at either of which latter places its goods can be inspected by those who cannot visit the works at Neponset.

Cypress shingles manufactured by the company will last three or four times as long as pine or cedar, while its cypress gutters and conductors are better and more durable than those of tin or galvanized iron. All correspondence of the company is conducted from Neponset, where all mail should be addressed. Its trade extends throughout the New England and Middle States.

Persons intending to build should not fail to first see for themselves what this company has to offer. Buildings finished in cypress from The A. T. Stearns Lumber Company are as follows: Public Library at Nahant; Town Hall at Essex; Episcopal churches at Dorchester, Quincy, and other places; Unitarian Church at Brighton; Congregational Church at Somerville; Swedenborgian Church at Newton; school-houses at Everett, Quincy, Cambridge, Brighton, and other places; and residences, hotels, and business buildings too numerous to mention.

MANY belts are needed to turn the many wheels which keep our mills employed, and many are the makers of such a necessity; but among the leaders in this trade may be mentioned the Shultz Belting Company.

This company, which was established in St. Louis in 1876, consists of the following officials: J. A. J. Shultz, president, and B. C. Alvord, secretary and treasurer.



MUTUAL LIFE INSURANCE BUILDING, MILK STREET.



BUILDING OF THE POPE MANUFACTURING CO., COLUMBUS AVE.



MAIN OFFICE AND WORKS OF THE B. F. STURTEVANT CO., JAMAICA PLAIN.

They are wholesale and retail manufacturers of belting and mill supplies, making a specialty of raw-hide belting and lace leather.

Particularly valuable is their patent leather pulley covering, which prevents loss of speed and is much more durable and effective than any similar article.

The company is located at 164 Summer street, Boston, Mass., and their goods are shipped all over the world. George J. Kelley is the manager.

The business of dealing in second-hand building material is quite an extensive one in this city, and one of the largest dealers is Augustus F. Lash, who has been engaged in this line of building material for nearly fifty years. Some idea of the extent of the business may be obtained from the fact that Mr. Lash has taken down over two thousand buildings in this city. Among some of the old landmarks which he has razed were the old building known as the Trecothick Hall, that stood on the site of Hotel Pelham, the old Stackpole House on Devonshire street, the Melodeon, the old Commercial Coffee House, old City Hall, the old Lowell Institute, and the locally famous Theatre Alley buildings, beside many others of more or less notoriety and fame. The material from these old buildings is in demand for one purpose or another in the construction and alterations of old and new buildings, and the business is one requiring not only considerable capital but exceptionally good judgment and knowledge of the value of such materials. Mr. Lash's customers comprise many of the large mercantile firms, real estate owners, agents, contractors, etc., not only of this city and state, but of the many surrounding cities and states. His goods have been sent to Texas, Florida, New York city and state, also five hundred miles below St. John, and to far-off Africa. He succeeded the well-known firm of J. Hennessey & Co. years ago, thus making him represent a business established some seventy-five or eighty years — probably the oldest house in his line in the United States.

The Sturtevant system of heating and ventilating by a forced circulation of air is acknowledged to be the most perfect system in use, and has been adopted very generally for equipping public buildings — such as school-houses, libraries, etc. — and gives the best of results. The apparatus is manufactured by the B. F. Sturtevant Company, whose main office and works are at Jamaica Plain station, with salesrooms in this city at 34 Oliver street, and branch stores in Chicago, New York, Philadelphia, and London, England. The business has grown to be a very extensive one, and goods are sent to all parts of the world. In this city there are a very large number of prominent buildings, both public and private, in which this system is in use and where it is giving the very best of satisfaction. By this system the building is always supplied with fresh air by means of a forced circulation which insures a change of the air frequently. The works of the company at Jamaica Plain are very large and are well equipped with all the necessary machinery and appliances for the prompt and satisfactory filling of all orders, and the company keep a force of skilled workmen for the setting up of the apparatus, thus insuring the proper working of the system. The business has increased very rapidly within the past few years, and the company have had to make frequent additions to their plant in order to be able to meet the demand for their product from all parts of the country. Catalogues and other information will be furnished on application.

The Adams House, located on Washington street, in the very centre of the business portion of the city, is one of the newer houses in the down-town section, and is therefore one of the

most modern in every respect. It is a very handsome building and is most elegantly and elaborately finished and furnished. It is thoroughly equipped with all the modern conveniences, and its cuisine is one of the best in the city. It is run on the European plan, and is under the management of George G. Hall, well known as a hotel man of experience and ability. Mr. Hall has made the Adams one of the most popular resorts for business and professional men, as well as for wealthy families, and spares no expense to maintain the high reputation which the house has always enjoyed.

The business now conducted under the firm name of D. Washburn & Sons was established in 1850, and is located on Broadway, in Everett, Mass. The firm are manufacturers of building brick of all kinds, the best quality of face brick being made a specialty. The firm have a business which extends all over the New England States, and many large orders are also received from all parts of the country. The facilities for the manufacture of brick are unsurpassed, and the large yards are kept constantly busy supplying the trade which has been built up and which is constantly increasing. Among some of the buildings for which supplies have been furnished are the Mason building on Kilby street, the Providence depot, the addition to the Carney Hospital, the Peabody (Mass.) town hall, and a very large number of blocks and buildings all over the city.

The firm of B. F. Colcord & Co., carpenters and builders, was established in 1869 at 434 Tremont street. They have since moved to 477 Tremont street, where they are at the present time. They do a general business in carpentry and building, and have done the work in their line on many of the representative buildings in the city and elsewhere. Among some of the buildings upon which they have been engaged are the old Post Office, State Street Stock Exchange building, Rialto building on Devonshire street opposite the Post Office, the Equitable building, the Fisk building, Odd Fellows building, Paine Memorial, John Hancock building, Masonic Temple, Berkeley Temple, the Phœnix building, Albion, Boylston, Chamber of Commerce and Carter buildings, and many others. They stand high among the reputable building firms in the city and have an enviable reputation for first-class workmanship. The firm is one of the oldest in the business and has contributed many fine buildings to the growth of the city.

The firm of J. M. Marston & Co. was established in 1844, and up to 1885 was engaged in the building business, having in that time constructed a great many residences in Roxbury and vicinity. Since 1885 the business has been principally in the manufacture and sale of hand, foot and steam power machinery, one of the specialties being the Marston patents. The company now do a very large business in the machinery line, having a trade which extends all over the world. The Marston patent hand and foot power wood-working machinery is well known and extensively used everywhere, and the large shops of the company are kept constantly busy filling orders for new machines, which includes hand and foot power circular saws and band saws. These machines are of the latest improved patterns and are especially adapted to shops where steam power is not used. They are thoroughly built of the best material, and warranted. Mr. Marston has had a very large experience in the business and knows all the requirements of foot power machinery. The factory and office of the company are located at 226 to 230 Ruggles street, Roxbury. The company issue a very neat

illustrated catalogue, giving all the particulars about the machinery manufactured and for sale, which they are pleased to mail to anyone interested on application.

Boyce, Gallagher & Co., of 178 Devonshire street, plasterers, during the past twelve years have been identified with some of the largest buildings, not only in Boston, but also in New York, New Jersey, and the New England States.

Notable among these in Boston are the Youth's Companion building, Cullis building, the Hotel Ilkley on Huntington avenue, Smith building in Court square, Charlesgate Hotel, Hotel Beresford, and Kossuth Hall.

They did the plastering on the John Stetson building, head house at City Point, and the Worthington building on State street. They have had some large contracts from Norcross Brothers. In New York, the Bloomingdale Asylum (seven large buildings). Also, Mrs. E. F. Shepard's house at Scarborough; Mr. H. McKay Twombly's house at Madison, N. J.; Institution for Savings at Hartford, Conn.; Savings Bank at Norwich, Conn.; the Industrial Trust Company and Telephone buildings at Providence, R. I.; and they are now at work on the Brookline High School.

They continually aim to maintain a reputation for reliability and first-class work.

Bixby Brothers, 335 West Fourth street, South Boston, began business in 1887, doing a general business as carpenters and builders. They have erected buildings in the following places: Newton, Somerville, Dorchester, Everett, and South Boston. They have done a great deal of work in this city and vicinity and have a very high reputation among the trade. They make a specialty of private residences and tenement houses and their business is constantly increasing. They have also performed contracts on several public buildings, among which are the following: The Jewish Synagogue, Union Park street; South Baptist Church, South Boston; and Washington Village Methodist Episcopal Church.

Clark's Hotel is one of the well-known down-town hotels, being centrally and conveniently located on Washington and Avery streets, near the theatres, and where the various electric lines pass the door, making it very convenient for everyone to reach. The house is well arranged, and has all the modern conveniences, passenger elevators, etc., which make the modern hotel so much more convenient and desirable than the old-fashioned hostelries. The rooms are all large and very pleasant, being elegantly finished and furnished. This house is a very popular resort for traveling and business men, and its well-appointed dining-rooms are well patronized. It is run on the European plan, and has one of the best restaurants connected to be found in the city. The proprietor, M. C. Clark, is one of the best-known landlords in the city and has established a reputation for his house second to none. His long experience in the business has acquainted him with all the requirements of a first-class hotel and he has the very best class of patronage.

William T. Sweet & Co., 94 Water street, are dealers in hot-air pumping engines, also gas and gasoline power engines and parts. In addition to dealing in these machines they are also prepared to do repairing of all kinds. The business was established in 1887, and since that time Mr. Sweet has sold many thousands of these machines, for one purpose or another, and they have always given the best of satisfaction. They are the sole New England agents for the Allman Gas Engine, and for the hot-air pumping engine manufactured by the De

Lamater Iron Works. These engines are especially intended for pumping water, and are especially adapted for furnishing water to the upper floors of houses in cities and towns. One of them will furnish ample water to the highest part of the house; and from a sanitary point of view, and as a protection in case of fire, they are invaluable. The firm make a specialty of putting in these machines, and are prepared to do all the necessary piping and plumbing in connection therewith. Among some of the customers who have been supplied with these engines are: Mr. Joseph Jefferson, the noted actor, at Buzzard's Bay, where the engine is used in pumping water to his residence; William A. French, Camden, Me.; George P. Gardner, John Parkinson, and Horace S. Crowell (Mr. Crowell has two of the machines at his place in Woods Holl); R. M. Morse, Falmouth, Mass.; J. M. Forbes, two hot-air engines; Henry S. Russell, Milton, Mass.; Tobey Club, Monument, Mass.; Myopia Hunt Club, Hamilton, Mass.; J. Edward Searles, Marion, Mass.

All orders received by this firm are promptly filled, and the work personally superintended by Mr. Sweet, whose long experience makes him one of the best engineers in the city.

The firm of William A. Mason & Son, Civil Engineers and Surveyors, is one of the oldest concerns now in the business in this section, having been established in 1839. The present firm name was adopted in 1871. This firm has done a vast amount of business, in the nearly sixty years that it has been in existence, and they have the original notes of all work done in that time, as well as a vast collection of work by other surveyors, which forms a very valuable reference book, from which they are prepared to re-establish old boundaries as well as to make new ones. The business includes civil engineering, surveying, and the measurement of mechanics' work; and the concern is in a position to furnish surveys and plans for the division of estates, plans, specifications, and contracts for work, lay out the foundations for buildings, etc. The office of the firm is at 631 Massachusetts avenue, Central square, Cambridgeport, and all orders are assured prompt and careful attention, all work being accurately and skillfully performed by competent and experienced workmen.

Aside from private residences, apartment houses, etc., the firm has laid out the foundation lines for the Boston Woven Hose and Rubber Company's buildings; the Sewall & Day Cordage works at Allston; a building for Ginn & Co., school-book publishers, at Cambridgeport; Caverly Hall, students' dormitory, Harvard Square; Ware Hall, students' dormitory, Old Cambridge; and several of the college buildings, such as the Fay Atheneum, Conant Hall, Perkins Hall, Law Library, and others.

The firm of E. Hodge & Co., who have been engaged in the business of manufacturing boilers and plate iron work since 1864, have furnished a great many plants, and specimens of their work may be found in all kinds of manufactories and public and private buildings all over the United States. This house makes locomotive and stationary boilers, smoke flues, water tanks and stand-pipes, and has ample facilities at its shops for the proper and satisfactory execution of orders in any branch of the business. The plain cylinder boiler and the two-flue boiler have been replaced by the horizontal return tubular, locomotive, and vertical tubular types. In addition to these styles the house also manufactures the Manning Vertical Boiler, which has recently become popular in New England, and all kinds of marine boilers. The shops of the company are located on Liverpool street, East Boston, and John E. Lynch is

the sole partner. Among their many customers may be mentioned the West End Street Railway Company; the Dominion Coal Company; Rockport Granite Company; Otis Brothers Company, New York; City of Boston; Revere Beach & Lynn and Boston & Maine railroads; Mexican Central Railway; Brookline Gas Light Company; B. F. Sturtevant Company; Nantasket Beach Steamboat Company; D. T. Church, Tiverton, R. I.; New York Safety Steam Power Company; Edison Electric Light Company; the Lockwood Manufacturing Company; Jordan, Marsh & Co.; Massachusetts General Hospital; United States Post Office and Subtreasury; Boston & Bangor Steamship Company; Kennebec Steamboat Company; New Bedford, Nantucket & Martha's Vineyard Steamboat Company. Their trade extends all over the United States and Canada.

W. S. Rendle, well known as a successful and competent pile driver, wharf and bridge builder, has been established in business since 1889, and in that time has done a great deal of work all over New England. Among some of the contracts which he has filled are foundations for the Sturtevant Blower Manufacturing Company's factory at Dorchester, the Central Fire Station at Melrose, and the Boston Woven Hose and Rubber Company's factory at East Cambridge; also, abutment foundations for the Dover Street Bridge, and about two hundred others all over the State.

He is a thoroughly competent and reliable workman, and has all the facilities for doing the heaviest work in his line. He has had contracts for the following cities and towns, viz.: Boston, Lynn, Melrose, Nahant, and Waltham, and also for the United States Government. He is always pleased to furnish estimates for work in any part of New England.

There was a time when New England did quite a business in iron working, but the larger part of that business has long since been removed to other sections of the country nearer the source of the raw materials. There is one line of manufacture which has, however, remained in this section and is one of the important industries. Among those engaged in the business referred to, none are better or more widely known than George Miles, the manufacturer of steam boilers and all kinds of plate iron work. His plant is located at the corner of Richard and Baldwin streets, South Boston, and the business was established by him in 1869. He has always done a very large business, and it has been increasing within the last few years. His product goes all over the United States and Canada, and among some of the local buildings which he has equipped are the Boston Herald, Globe, Journal, and Advertiser buildings, Hotel Thorndike, the Thorndike building, and the plants for the American Sugar Refining Company in Boston, New York, Philadelphia, San Francisco, and New Orleans, besides many other buildings equally prominent. His product includes boilers, feed-water heaters, evaporators, pulp stills, etc., and he has one of the best-equipped plants for the manufacture of these specialties in the country. Having been for so many years identified with the business, and having among his customers some of the largest concerns in all parts of the country, Mr. Miles is well known everywhere, and has always had a splendid reputation as a business man.

W. A. Murtfeldt, at 192 Devonshire street, does a general roofing business, either gravel, slate, or metal. He also lays floors of asphalt, using the very best imported rock asphalt. He has had a long experience in this line of work and thoroughly understands his business. In addition to the above he lays artificial stone, tar and concrete walks and drives. He has

worked up a very extensive business within the past few years, doing work all over New England, wherever there is a demand for anything in his line. He employs the best of skilled workmen and uses none but first-class materials, having laid walks, floors, or roofing on or about many of the best buildings in Boston. Among such being those of Hecht Brothers; S. S. Pierce, Central wharf; Hotels Chesterfield, Erickson, Belvoir, and West Gate; Ellicut Cottage, Franklin Park; Administration building, Back Bay Park; head house, Marine Park, South Boston; and Cambridge High School building.

THE COPLEY SQUARE HOTEL, which has but recently been opened to the public, is one of the finest first-class hotels in the city, and its location, in the very centre of the most aristocratic part of the famous Back Bay, makes it one of the most desirable places at which to stop. It is a new house of the highest class, and provides for its patrons on either the American or European plan. It is thoroughly built, and is strictly fire-proof, and is replete with all the modern appointments for a house of this class. It is convenient to the railroad stations, trading centres, and places of amusement, and the electric car service is nowhere more complete and convenient than here. The house has three hundred elegantly furnished rooms, single and en suite, with private parlors and baths. All the furnishings are new and of the very best. The proprietors, F. S. Risteen & Co., are well known in the business, and allow nothing to be left undone that will add to the comfort and convenience of their guests or the popularity of the house.

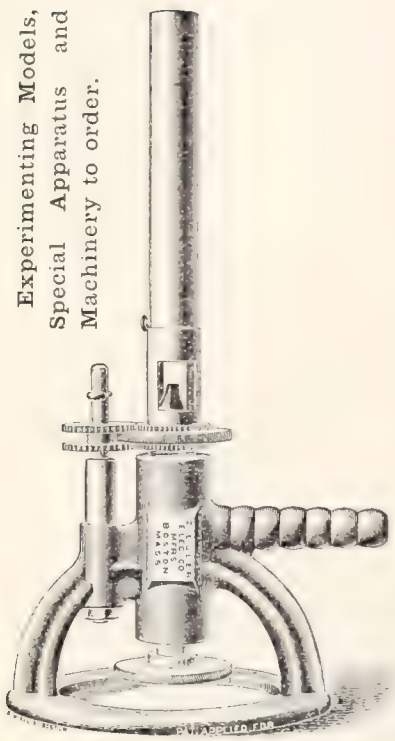


THE COPLEY SQUARE HOTEL.

THE MASSACHUSETTS HEATING AND VENTILATING COMPANY, a corporation formed under the Massachusetts laws, in 1892, for the purpose of designing, manufacturing and installing heating, ventilating and sanitary apparatus for schools, state, city, town and county buildings, has done a very successful business and its apparatus is in practical use all over the New England and Middle States, giving the very best of satisfaction and acknowledged to be the best in use for both operation and results.

A partial list of the buildings for which the heating and ventilating apparatus was designed and installed by this company, will show better than words what is thought of their engineer-

Experimenting Models, Special Apparatus and Machinery to order.



Remember

We take the lead in the manufacture and sale of

Scientific and Electrical Instruments

In the United States, as we invent and not imitate, and

Our stock comprises Physical and Chemical Apparatus of every description for use in Colleges, Schools and Manufactories. All kinds of Electrical Instruments and Supplies for Railroad, Telephone and Medical use, as well as Fire and Burglar Alarm and Standard Testing Apparatus.

We are centrally located at

141 Franklin, corner Federal Street,

BOSTON, MASS,

And only two minutes' walk from the Post Office.

CALL AND EXAMINE APPARATUS.

ZIEGLER ELECTRIC CO.,

Manufacturers, Dealers and Importers.

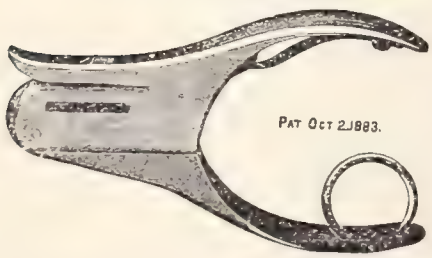
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The R. Woodman Manufacturing and Supply Co.

Manufacturers of and Dealers in

LIGHT RAILROAD AND MILL SUPPLIES.

63 Oliver and 37 Wendell Sts., Boston, Mass.



Lead Car Seals and Car-Sealing Presses,
Woodman's Patent Non-clogable and
Hudson's and Pond's Improved Ticket Punches
Check Protectors, Ribbon Stamps,
Perforating Stamps, Railroad Baggage Checks,
Hotel and Restaurant Checks, Pew Numbers,
Coat Skate and Pool Checks,
Badges, in Gold, Silver and Nickel,
Woodman & Hudson's Patent
Improved Speed Indicators



Three Bronze and Silver Medals, and Diplomas, have been awarded these goods by the Massachusetts Charitable Mechanic Association, and at other Exhibitions.

Special Tools and Light Machinery, Hardware, Electrical Work, and Novelties in Metal made to order. Punching and Stamping, etc., etc.

ing ability in treating some of the most costly structures recently erected, and the following are some of the more important ones: Everett High School, Everett, Mass.; High, Grammar and Primary Schools, Montclair, N. J.; High School, Worcester, Mass.; Exchange Club building, corner Milk and Batterymarch streets, Boston; Chemical and Physical Laboratory, Amherst College, Amherst, Mass.; State Normal School at Willimantic, Conn.; Searles Scientific Building, Bowdoin College, Brunswick, Me.; Havemayer School, Greenwich, Conn.; several of the Boston school-houses; Hotchkiss School and Dormitory, Lakeville, Conn.; Number Twelve School, Scranton, Penn.; and the group of twenty-four buildings, comprising the new State Asylum at Medfield, Mass.; equipped with one of the most extensive central-power plants in this section.



JOHN MCNAMARA.

JOHN MCNAMARA & SONS, contractors and builders, 61 Wareham street, are one of the oldest and most extensive firms doing a general contracting and building business in the city, having been established in 1876. The business was first carried on by John McNamara, but later he took his two sons into partnership with him, and the present firm consists of John, Jerome J., and John J. McNamara. The firm holds a membership in the Mechanics' Exchange, and has an office at the rooms of the association at 17 Otis street. Very many of the largest and handsomest of Boston's great business and other blocks have been built by this company, and these are the best proof of their skill and workmanship. Included in the list of these buildings are the Hecht building on Federal street, one of the largest and most thoroughly constructed business structures in the neighborhood; Temple Adath Israel, the handsome church building on Huntington avenue; the large building of the Leopold Morse Company in Brattle square; the city school buildings on Eustis and Morton streets and at Sullivan square in Charlestown; hotels Dunbar, Adelphia, and Landor, all of them large and handsome buildings showing the best of workmanship; L. Prang's house on Center street; E. Van Horn's house at Dedham; the Soldiers' Home in Chelsea; McCormick's brewery in Roxbury; St. Botolph Hall, on St. Botolph street, J. B. Osborn's building at the corner of South and Beach streets; the Ashmont engine house;

John McNamara & Sons



JOHN J. MCNAMARA.



JEROME J. MCNAMARA.

CARPENTERS and GENERAL CONTRACTORS,

61 Wareham St., and 17 Otis Street,

BOSTON.

Roslindale engine house; engine house on Monument street in Charlestown; patrol house at Station 13; ten apartment houses for Thomas Parker in Roxbury; eight apartment houses at City Point for John McNamara; six apartment houses for Godfrey Morse on Hanover street; five handsome private residences on Huntington avenue; seven on St. Botolph street; and a large number of others in and around Boston. With such a showing of elegant buildings to their credit it is not to be wondered at that this concern have a reputation as contractors and builders which places them very near the head of the list.

Mr. McNamara, Sr., is a member of the Knights of Columbus, and his son John J. is a member of the Royal Arcanum, Knights of Honor, Ancient Order United Workmen, and others.

M. Elston & Son are contractors for the tearing down and removal of old buildings, having all the facilities for doing the heaviest work promptly and in a satisfactory manner. They have done a great deal of work in and around Boston and are well-known and reliable. Their yard is at Fiske wharf, Main street, corner of Pioneer street, Cambridgeport.

George H. Barker, 34 Beverly street, Boston, does a general business as a carpenter and builder. He has had years of practical experience at the business and thoroughly understands all the details of the trade. He has done a great deal of building in and around this city, and is prepared to take contracts for the construction of buildings of all kinds. Among some of the buildings erected are the following: 999 Club House, Charlestown, Mass.; Officers' Quarters, L, M, N, and O, Charlestown Navy Yard; Essex Town Hall and Memorial Building, Essex, Mass.; also a number of large freight houses for the New York & New England Railroad in different sections of the country.

Cutter & Parker, 232 and 234 Friend street, are wholesale and retail dealers in doors, windows, blinds, door and window frames, blind trimmings, sash cord, wood shelves, window weights, etc. They make a specialty of hardwood doors, and have a large and well-assorted stock from which orders can be promptly filled. They furnish a great many of the builders with everything in their line and do a very large business all over New England.

The business now carried on by M. E. Ridout & Co. has been in successful operation for nearly fifty years, having been established about 1850 by D. Osborn. Several changes have since been made in the name and ownership of the plant, but the business has gone on just the same. The firm operate a moulding and planing mill and are the manufacturers of Parker's Weather Strips, which have had a very large sale all over New England. The company furnish a large amount of the builders' finish, mouldings, brackets, hardwood, hard-pine and spruce flooring, etc., used in Boston and vicinity, having special facilities for getting out this kind of stock in the very best shape, from thoroughly seasoned material. Both members of the firm are men of experience in the business. Mr. Ridout has been closely identified with the business interests of Cambridge for many years. Charles M. Conant, the other member of the firm, has been connected with the concern since 1884, and a partner since 1893. The mills and office are located on State street, Cambridgeport. Among the buildings furnished by this firm are the fine apartment houses on the corner of Marlborough and Exeter streets, and on the corner of Boylston street and Massachusetts avenue; St. Cecilia's Church, Back Bay; Cambridge Mutual Insurance Company's building, Cambridge; and hundreds of fine residences in Brookline, Newton and Cambridge.



EXETER CHAMBERS, EXETER STREET.
BY PERMISSION OF SARGENT & CUNNINGHAM, PROPRIETORS.



FIRST CHURCH OF CHRIST, (SCIENTIST), FALMOUTH AND NORWAY STS.
BY PERMISSION OF FRANKLIN I. WELCH, ARCHITECT, BOSTON.



RESIDENCE OF J. J. STANWOOD. BUILT BY MILTON C. BROWNELL.



RESIDENCE OF E. D. BANGS. BUILT BY MILTON C. BROWNELL.

MILTON C. BROWNELL, one of Boston's well-known and most highly esteemed contractors and builders, a prominent member of the Builders' and Contractors' Exchange, and a business man with a high reputation for square and honorable dealing, has been identified with the building interests of Boston and vicinity for many years, during which he has constructed a large number of buildings, including some very handsome and elegantly finished private residences, which are excellent examples of the builders' art. He has an office at the rooms of the Mechanics' Exchange, 17 Otis street, and also at his residence, 2 Lawrence street, Medford. He does a general business as contractor and builder, and his business has grown very rapidly within the past few years. His long experience and well-known ability give him a very high standing among the trade, and with the best of facilities for doing first-class work he is kept very busy all the time. He is always pleased to furnish plans and estimates, which he does at short notice, and his contracts are always fulfilled with promptness and to the satisfaction of all interested parties. Few men have a better reputation for thoroughness and reliability than Mr. Brownell, and he justly deserves the reputation which he has gained by many years of faithful devotion to the business.

R. E. COCHRAN, 3726 Washington street, does a general business as a real estate agent, auctioneer, and insurance broker. He has had a long experience in the business and is well known. He places insurance in all the most reliable companies, and negotiates loans and mortgages on real estate. He does a very large amount of business, which he is constantly increasing. He is known as a thoroughly square and reliable business man, and his customers are among the best classes.

GOOCH & PRAY, masons and builders, with an office at 166 Devonshire street, room 52, are among the well-known firms in the city who have built up a splendid business and made a reputation which places them in the front rank in the trade. They have done a large amount of building, having received many important contracts which have required experience and ability as well as the employment of a large force of workmen. The firm are members of the Master Builders' Association, which is a guarantee of their honesty and responsibility. They have been identified with the building interests of the city for many years and have contributed a large share to the building up of the city, some of the handsomest blocks and large buildings having been constructed by them. They take contracts for the complete work, doing the masonry and carpenter work, and they have the facilities for doing the heaviest work in connection with building. Their business has increased very rapidly within the past few years, and they are now at work on large contracts which will take some time to complete.

THE CLINTON WIRE CLOTH COMPANY are the largest manufacturers of the wire lath which is now being called for in connection with the construction of modern "fire-proof" buildings. Their "Clinton" stiffened wire lath is being very generally used throughout the country and has a very high reputation among the trade. At the large factory of the company at Clinton, Mass., are the facilities for the manufacture of everything in the line of wire lath, wire screens, iron wire partitions, etc. The works are the most complete and extensive in the country and the product goes all over the world. The Boston office is located at 199 Washington street. The company have complete facilities for the production of the above goods, either plain, galvanized, or japanned, and are doing a very large business at the present time.

Carl S. Nielson & Co., 1 Beacon street, do a general real estate, insurance, and building business. In the line of building they make a specialty of improving suburban property by building upon it and selling the buildings on the most favorable terms. In this way this company has helped many a man to own a home of his own, who would never have had one otherwise. It has a large number of houses in different suburbs around Boston, which it offers to those looking for a house either as a home or for an investment. Among the buildings which this company has erected are a large brick block in Chelsea; a brick block on Chelsea street, near Broadway, in Everett; a large school-house on Beachem street, for the city of Everett; a large store and apartment block on Broadway, near Everett square, in Everett; a large block on the corner of Broadway and Ferry street; also, one on Broadway, near Ferry street; a large block on Ferry street, containing stores and apartments; and about two hundred dwelling-houses, also in Everett. In 1894 the office was moved from Everett to Boston and the work of developing property in Dorchester begun, where the company has quite a number of very desirable houses all ready for occupancy. Mr. Nielson is one of the most wide-awake and enterprising men in the business to-day, and he has done more in building up suburban districts than any other man or company. The buildings which he puts up are of the very best in design and finish, well built in every particular. Mr. Nielson established the business, which he has since built up and made so successful, in 1888. A specialty is made of building houses for sale, and the fact that in Everett alone more than two hundred have been built and sold shows the amount of business done.



CARL S. NIELSON.

The Cape Ann Granite Company, whose Boston office is at 40 Water street, are engaged in the quarrying and sale of random and dimension building, monumental, and polished granite work, also in the manufacture of granite paving blocks. The company have several large quarries in Massachusetts and Maine, and they do a very large business. The granite in several of the large buildings in the principal cities of the country was supplied by this company.

H. Linwood Stiles is the New England agent for Perry, Matthews & Buskirk Company's Oolitic Limestone, with an office in the Master Builders' Association, 166 Devonshire street. Among the prominent buildings in Boston in which limestone from the quarries of Perry, Matthews & Buskirk Company has been used are the following: Tremont Temple; Hotel Belvoir, Beacon street; the Worthington building, State street; Farlow building, Lincoln street; Eldridge building, Boylston street; Brighton High School; Savings Bank building, East

JOHN J. FLYNN,

CONTRACTOR AND BUILDER,

WOOLSEY BLOCK, JAMAICA PLAIN,

And 17 OTIS STREET, BOSTON.

Cambridge; and numerous private residences in this city and other New England cities; also in new buildings at Harvard and Dartmouth Colleges. Mr. Stiles established the business in 1889 and has since built up a very extensive trade all over New England. He is thoroughly acquainted with the business and is square and honorable in all his dealings.

The John Cavanagh & Son Moving Company do a general business in building moving and contracting, and are probably the largest concern in this business in New England. The business was first established about 1855 by John W. R. Cavanagh. In 1873 the name of the concern was changed and it was conducted by John Cavanagh. In 1877 Mr. Cavanagh took his son into partnership and it became John Cavanagh & Son. In 1893 it was incorporated as The John Cavanagh & Son Building Moving Company. One of the specialties of this company is the shoring of buildings, either to be raised or repaired; and in this line they have done the work on the Jordan & Marsh building, that of Shepard & Norwell, Houghton & Dutton, the Parker House, the United States Hotel, the Equitable building in this city and also the one in New York, the Lowell Court House, the Manchester House at Manchester, N. H., ten marble front buildings on Hammond Park, and a very large number of other large and equally important buildings in different parts of New England and the South. The office and yard is at 473 Dorchester avenue, South Boston. The company holds a membership in the Master Builders' Association and Mechanics' Exchange, and has a branch office at Braintree, Mass. The business is one requiring a great deal of skill and experience, and there are but few concerns in this part of the country able to take such contracts as are taken by this company, who have all the facilities for doing the largest work.

Louis E. Boyden, 18 Brattle square, does a general business as a plumber and sanitary engineer, having established the business in 1892. Mr. Boyden is a thoroughly practical and competent workman, having had years of experience in the business and thoroughly understanding all the details of the work required. He has done the work on a great many of the large buildings in this city and vicinity, and has a very high reputation for the skillful and satisfactory manner in which the work has been done. His trade extends all over the eastern part of the state and is constantly increasing. He makes a specialty of house plumbing and has all the facilities for doing the work in a scientific manner. He attends to all orders promptly. Among others, he has done the work on P. H. Prior's residence, Monument square, Charlestown; H. T. Allen & Co.'s block of fourteen dwelling-houses and stores, on the corner of Cambridge and Linden streets, Allston; and H. T. Allen & Co.'s block of dwellings on Beacon street in Allston.

Decker Brothers, carpenters and builders, have a shop at the rear of 61 Warren street, where they have facilities for doing all kinds of carpentry and jobbing. The firm consists of William H. and Herbert Decker, both practical and experienced workmen, and they have been established in business since 1884. They have built a number of large structures and residences in different parts of the city, and have a reputation for doing first-class work. This firm have built up a very good business, which is increasing each year. As builders they stand very high in the trade, and have a reputation for thoroughness and reliability second to none. They are always pleased to furnish estimates and give any information which may be desired by those about to build or repair buildings, and their prices are as low as is consistent with first-class materials and workmanship.

The John Cavanagh & Son Building Moving Co.

Building Movers and Contractors,

OFFICE AND YARD:

473 Dorchester Ave., SOUTH BOSTON.

Offices also at { 166 Devonshire St., (Master Builders' Association).
17 Otis Street, (Mechanics' Exchange).

CONNECTED BY TELEPHONE.

JOHN CAVANAGH, Pres. WM. H. CAVANAGH, Sec. and Treas.

John W. Priesing. Gustave W. Priesing.

J. W. PRIESING & SON,

ARCHITECTS AND BUILDERS,

13 Armstrong Street,

PLANS FURNISHED.
SPECIFICATIONS DRAWN.
ESTIMATES GIVEN.

JAMAICA PLAIN.

STEPHEN BRENNAN is one of the well-known masons and builders, who has been identified with the building interests of Boston and vicinity for a great many years and is a member of the Mechanics' Association, with an office at the rooms of the association, 17 Otis street. He also has an office at 179 Cambridge street. He is engaged in doing a general business as a mason and builder, having established the business in 1882. He has erected a great many buildings all over New England, but has done more here in Boston than anywhere else. Among some of the more notable buildings which he has erected are St. Cecilia's Catholic Church, Academy at Allston Heights, five school buildings for the city of Boston, the Open Ward and Surgical building at the City Hospital, the White building on Boylston street, the Ware Hall in Cambridge, and many others. Mr. Brennan is a man who has had a great many years of practical experience in the building business, and he is a thoroughly competent and reliable man in every respect. There are few men in the business who have been more successful than Mr. Brennan, and he has built up a very large and constantly increasing trade. As a builder he is acknowledged as one of the best, and the great number of large and prominent buildings which he has erected speak very highly for his skill and ability.



THE HUNTINGTON.

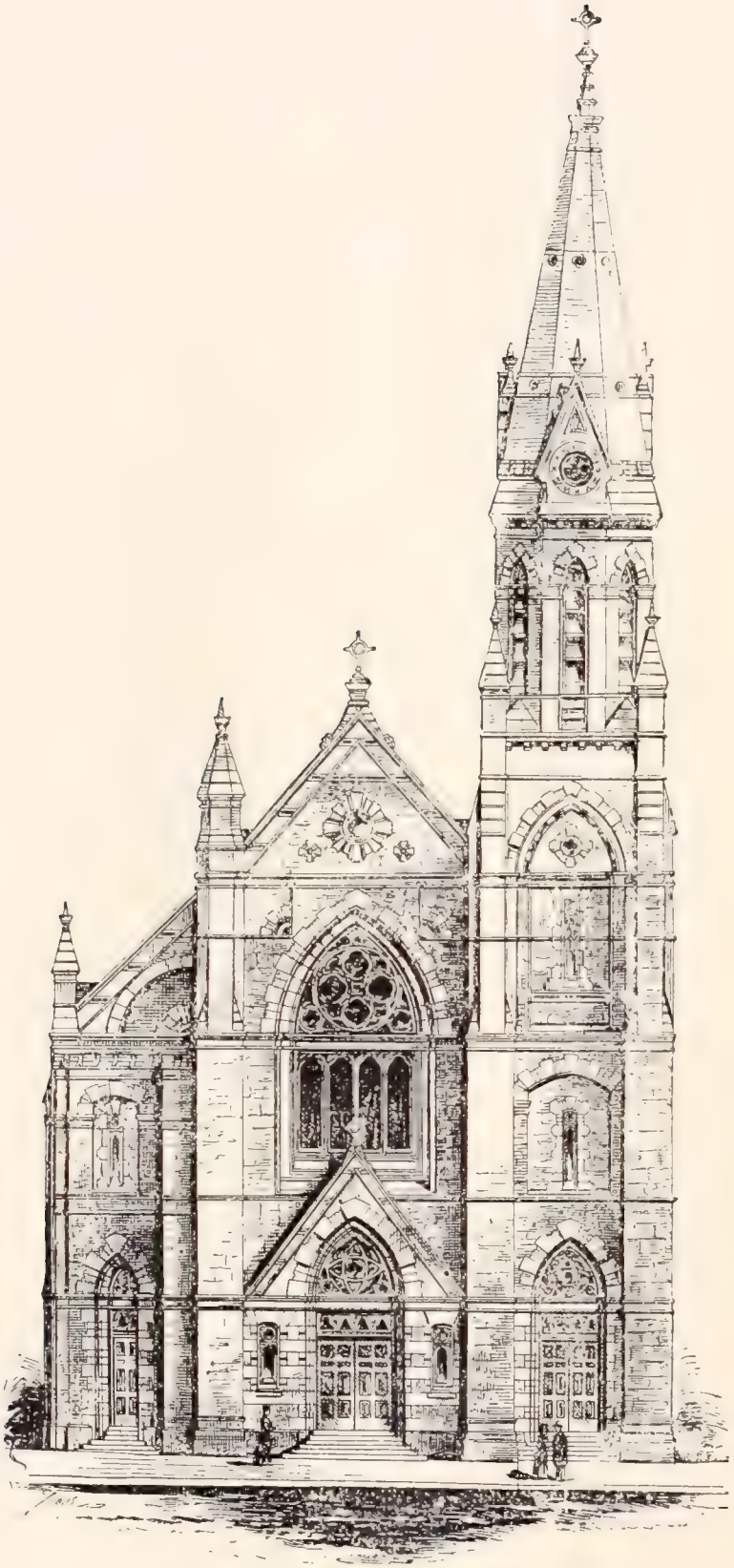
THE HUNTINGTON, one of the finest of the handsome and well-appointed Back Bay hotels, is very conveniently located, at the corner of Copley square and Huntington avenue. It is in the very centre of the fashionable residential portion of the city, near the public library, art museum, etc., and on the line of all the electrics coming down town. The house is elegantly fitted and furnished, having all the modern conveniences, and being thoroughly modern in all its appointments. Charles A. Jones is the proprietor, and he has made the house one of the most popular and best patronized. Nothing is wanting for the convenience and comfort of the guest.

THE ROBERTS IRON WORKS COMPANY are probably one of the best known boiler makers, machinists, and general iron workers in this part of the country, having been in business for a great many years and always doing a very large and constantly increasing business in the various lines. The large plant of the company is located at 92 Main street, Cambridgeport, and is one of the best equipped, in every department, to be found anywhere. They manufacture steam boilers for all purposes, in capacity from three to one hundred and twenty-five horse-power, and keep a stock on hand from which orders can be filled very promptly. They also have facilities for making to order anything in this line, of any size and for any purpose. The large machine shops in connection with the plate and sheet iron works enable them to do anything in the line of iron working with promptness and satisfaction.

CHARLES KING & Co., 162 Summer street, are among the well-known plumbers and sanitary engineers who have done a great deal of work in and around the city. They are prepared to do all kinds of plumbing and sanitary work in a careful and scientific manner. With years of practical experience and skillful workmen they guarantee satisfaction.



WARE HALL, CORNER HARVARD AND WARE STREETS, CAMBRIDGE.
BUILT BY STEPHEN BRENNAN.



ST. MARY'S CHURCH, CHARLESTOWN.

BY PERMISSION BOSTON HERALD.

McDonnell & Sons, established in 1857, the well-known architects and builders of monuments, with large quarries at Quincy, Mass., and Barre, Vt., are probably the largest dealers in granite and marble for monumental and building purposes in New England. In addition to the product of their own quarries, they are also large importers of Italian marble and statuary, and have furnished many of the largest and handsomest monuments in the country. They have yards and offices in Buffalo, N. Y. One of the representative monuments which this concern have erected is the handsome soldiers' monument at Buffalo, which is eighty-eight feet high and cost $50,000. Being the owners of the quarries from which the granite is taken, as well as having the facilities for working it, this concern have a decided advantage over many of their competitors in the speedy execution of orders, and in quoting close estimates. They have in their employ one of the best and most experienced monumental designers and architects, and under his personal supervision are enabled to submit drawings and plans perfectly proportioned, original in design and chaste in appearance. They have made the monumental work a special study, and some of the latest productions in this line show to what a degree of perfection they have developed the art. In the line of building material they are able to furnish marble and granite of a superior quality and in any quantity, of a grade that is acknowledged to be of the highest standard. There is no granite produced in this country superior to the famous Quincy granite, which has been known and used for more than seventy-five years. They are also pleased to submit designs and estimates on all classes of building and monumental work, and are prepared to set monumental and cemetery work in any part of the country.

The well-known firm of Chandler & Barber, located at 15 and 17 Eliot street, Boston, was established in 1888, and consists of Milton A. Chandler and D. Fletcher Barber. The firm are wholesale and retail dealers in all kinds of builders' hardware and manual training apparatus. They are also New England agents for Prescotts' sliding-door hangers and other appliances. They have supplied the hardware used in many of the public buildings in Boston; also, in the Castle Square Theatre, Tremont Theatre, and many other buildings in this city and elsewhere. Their trade is very extensive, and comes from all parts of the country. A large stock of the best grade of goods in the several lines is constantly carried, and the firm have a splendid reputation for reliability and square dealing, which is deservedly appreciated by their many customers. One of the specialties dealt in is Sloyd and manual training school tools and supplies, and in this line they carry a very large and complete assortment of the latest and most improved appliances. In filling all orders for tools they are carefully selected with a view to their usefulness and the work to be accomplished. Catalogues, illustrating the different tools and appliances, together with price lists, are furnished on application, and satisfaction is guaranteed those who purchase their supplies from this house.

The firm of Gershom T. Burnham & Co., contractors, carpenters, and builders, was established in 1858. The firm name has been changed, first to Snow & Burnham, and then to G. T. Burnham & Co., as at present. The office of the company is at 76 Beverly street. Mr. Rufus M. Meguire, who was at one time a member of this firm, was an officer of the Boston Fusiliers and went to the front with his company in the late war, where he served three years. He died soon after returning home. Among the buildings which have been erected or upon which the wood work has been done by this firm are the Custom House at Barnstable, the

Mutual Life Insurance Company of New York's building in Boston; the Luther V. Bell Grammar School in Somerville, the George C. Richardson block on Devonshire street, several buildings for the Sears estate, George C. Richardson's house on Beacon street, Mrs. Abigail Armstrong's store building on Washington street, the building occupied by Macullar, Parker & Williams, the Bromfield School building at Harvard, and many others. This list of buildings is sufficient to show the class of work done by this well-known firm.

HOLMES BROTHERS, contractors and builders, 7 Water street, began business in 1876, and have been a most successful firm, building during the past nineteen years some of the handsome modern church and institute buildings, which have given them a reputation for workmanship second to none. Among some of these structures which are particularly worthy of mention are the Institute building at Valley Falls; St. Francis' Church, New Haven; St. Mary's Church, Dedham; the First Presbyterian Church; St. Mary's Church, Chapel and Parsonage; the People's Chapel, one of the largest and handsomest church buildings in the city; the Sailor's Home at East Boston; the Harris Crescent, on Harold street; St. Augustine's school building on E street; St. Mary's Church, Charlestown; and a very large number of other churches, school buildings, apartment hotels, gymnasiums, private residences, etc., all over New England. They are contractors and builders for doing all kinds of construction work, whether of stone, brick, or wood, and have a large force of skilled workmen in their employ, so that they are able to guarantee their work and in this way they have built up their trade, and to-day they hold a place in the front rank of prominent builders in the city.



FIRST PRESBYTERIAN CHURCH.

THE firm of Chute & Bagloe, carpenters and builders, was established in 1888, and the office of the firm is at 16 Waltham street. They do a general business in carpentry and building, and among the buildings which they have erected are the block numbered 2786-2790

Washington street, in the Roxbury district; that at the corner of School and Washington streets, at Jamaica Plain; and the one at 24 Elmore street, in Roxbury. The firm has an excellent reputation for workmanship, and there are many buildings in the erection of which they have been employed to do the wood work that are evidences of their skill and workmanship. In connection with their other business they are the Boston agents for the Bailey Clothes Reel, one of the most improved and convenient reels on the market. This reel fastens to the door or window, and by its arrangement all the clothes are put upon it in the house, saving the trouble of going out of doors to hang the clothes, a convenience that is appreciated in the winter time when there is snow on the ground, or in blocks where it is necessary to go down several flights of stairs to hang the clothes by the old method. They are always pleased to furnish any desired information when applied to. Their trade extends all over New England, and is very large.

M. F. Sullivan, 65 Atlantic avenue, began business in 1870, and does a general business as carpenter and builder. He has built a number of large and notable buildings in different parts of the city, including the buildings at the corner of Charter and Foster streets, corner of Margaret and Prince streets, corner of Vine street and Mt. Pleasant avenue, the Washington Hall in South Boston, and a building for the Commercial Wharf Company. He has a very high reputation among the trade, and is a man of high standing in the community.

Benjamin Rockwell, 14 Learned street, does a general business as a carpenter and builder, and is well known in Dorchester, where he has done a great deal of work, both in the erection of new buildings and in general repairs and jobbing. He is a thoroughly competent and reliable workman, and has a high reputation among the trade.

J. F. Houghton & Son, 99 Green street, Jamaica Plain, make a specialty of heating apparatus by hot-water circulation, in connection with old furnaces or by supplying direct plants for the purpose. Their system is one which presents many features recommending it, both for economy and the results obtained. One of their specialties is the Jamaica Hot Water Attachment, which consists of a hollow disc or hub, tapped at its circumference to receive fourteen one and a quarter inch pipes or spokes, which may be extended the diameter of the interior of the furnace, and closed at their outer ends; flow and return pipes are also provided for. This device can be applied to any of the ordinary makes of furnaces, making them heaters for hot-water circulation; thus saving the expense of an entire new plant, where it is desired to change the system. Having given special attention to this line of work, and being fitted up with the tools and appliances for its successful prosecution, this concern is in a position to do this work in the best and most satisfactory manner. While they make a specialty of the above work they are also prepared to do a general plumbing business, and have executed many large contracts in both lines. With more than thirty years' experience they are qualified to undertake any contract, and the confidence which the public have in their ability and the satisfaction which their work has invariably given is the best recommendation of their skill and workmanship. Among some of the more important buildings which they have equipped are the elegant bowling alley of the Jamaica Club; Arcanum Hall, one of the finest society buildings in the city; three of the apartment houses of F. Mattern; besides stables and studios, private dwellings and business blocks, in different parts of the city. They are

manufacturers of the devices which they deal in, and keep skilled workmen to do the work. The Jamaica Hot Water Attachment is a very simple device, and when attached to an ordinary furnace makes it equal to a boiler built especially for the purpose and saves a great amount of expense. They have a large number of these in use in the city and surrounding towns, and have some very flattering testimonials from those who have used the attachment in connection with the different styles of hot-air furnaces. Houghton & Son are always glad to show their attachments and to give any information in regard to them that may be desired.

C. H. Belledeu, 5 Province court, Boston, does a general line of building, carpenter and cabinet work, making a specialty of office and store fittings, store fronts, and alteration jobs. He has had a large experience in this line of work which has fitted him for it especially. He has done a good business in his line in the city, having fitted and altered a great number of buildings and stores in the past few years, doing the work in a most satisfactory and workmanlike manner. He has the best of facilities for doing work in his line, and his business is growing rapidly. His customers are some of the largest property owners in the city.

The Park Theatre, under the management of the veteran manager, Mr. John Stetson, is one of the most popular places of amusement in the city. Mr. Stetson's long experience in the theatre business has made him thoroughly acquainted with the requirements and demands of modern play-houses, and he never offers the public anything but the very best in the way of talent or entertainment. The Park is one of the handsomest theatres in the country, and thousands of dollars have been spent in furnishing and equipping it to make it one of the most attractive and enjoyable. The popularity which it has gained, and the high class of talent employed, both speak very highly for the house and the management. The fall and winter season of 1895-6 opens August 26, and Mr. Stetson promises to make it one of the most enjoyable and attractive in the history of Boston theatres.

The firm of Lovering Brothers & Soule, consisting of Hiram A. Lovering, Harrison Lovering, and William G. Soule, are extensive dealers in plate glass to be used in buildings of all kinds. They have a trade which extends all over New England, and among some of the buildings in this city which have been supplied by them are the White building on Boylston street, Roughan building in Charlestown, Mason & Hamlin building on Boylston street, the Pitts, Kimball & Lewis building on Washington street, and many others. They carry a very large stock of plate glass and fill all orders promptly and in a satisfactory manner.

The old and reliable Rockport Granite Company, which has been established since 1864, has its quarries at Cape Ann and elsewhere. This company do a very large quarrying business and furnish granite in the rough or dressed in any way that may be required, and have a very extensive trade all over this country and considerable export. The granite used in the Boston Post Office, Suffolk County Court House, the Charlestown State Prison, and a great many other equally prominent buildings, came from the quarries owned by them. They are now furnishing the stone for the Boston subway, and the dressed granite for the foundation of the new Tremont building and several new school buildings. This company furnish a very large part of the stone for building purposes in this section of the country, and have the best of facilities for getting out the material promptly and in the very best manner. The Cape Ann granite has a very high reputation as a building stone, being very solid and taking a splendid finish.

KING'S Windsor Cement Dry Mortar is a prepared cement, for plastering walls, ceilings, or solid partitions, and is ready for immediate use by adding water only. It is very much harder than lime mortar, more dense, and saves valuable time in the completion of a building by its quick drying. This cement is being highly recommended, by those in authority, for use in connection with wire lath as a fire-proof material. It is applied in the same manner as lime mortar and by the same workmen. Its reputation is established and merits recognized. The following are a few of the many buildings in this city throughout which this material has recently been used: New Tremont Temple, New Union Station, Carter building, Traveller building, Castle Square Theatre, Belvoir and Westgate hotels, City Hospital buildings, schoolhouses, the First Church of Christ, the Boston Manufacturers' Mutual Fire Insurance Company's block, and the extensive addition to R. H. White's block on Washington street. The office of the company is at 166 Devonshire street.

THE QUINCY HOUSE is one of the best conducted hotels in New England. It is noted for its excellence and elaborate appointments. It is situated in the very heart of the city, two minutes' walk from Faneuil Hall, near all principal points of interest, and street cars pass the door to depots and all parts of the city. The proprietors pride themselves on the reputation of the cuisine and table, which is of the best in New England, everything being served on the most liberal scale.

The fire-escape equipment consists of a system of outside iron stairways and balconies, passing immediately in front of the windows on every floor, and leading from the roofs of the vast caravansary to within easy reach of the ground. The stairways and balconies are amply protected with balustrades and guard rails, so that a child of five could easily reach the ground from any floor without any danger greater than accompanies descending any flight of stairs.

Twenty-eight gongs, conveniently located in the corridors so as instantly to communicate an alarm to all parts of the house, are subjected to a weekly test at noon, each Saturday, to demonstrate that they are in working order. Captain Damrell and his able assistant, Levi W. Shaw, have superintended the construction of these fire escapes from start to finish, and the proprietors of the Quincy, Sinclair & Mann, express the highest measure of grateful appreciation of the department's thoroughly intelligent and skillful work in laying out and directing the progress of this improvement, the money cost of which reaches the surprising sum of $12,000.

THE LANESVILLE GRANITE COMPANY, whose yards are at Lanesville, Mass., have furnished a great deal of building material for the local trade. The business was established in 1873, and the firm deal in rough and hammered granite for building purposes, taking contracts for all kinds of work in this line. Among some of the work which they have done are the foundations for the new Tremont House block, and many others. The Boston office is at the Master Builders' Association, 166 Devonshire street.

ONE of the firms dealing in materials that are largely used by all contractors and builders, and in all offices, is Frost & Adams, 37 Cornhill. They are dealers in all kinds of mathematical instruments, T-squares, scales, curves, triangles, and all kinds of architects' and engineers' supplies, drawing paper, blue-process paper, artists' materials, and picture frames. They issue a neat catalogue of their goods, which they send to customers on application.

THE BUTCHER POLISH COMPANY, 9 Haverhill street, are manufacturers of the celebrated Butcher Polish, acknowledged to be the best finish, for floors, interior wood work, and furniture. It is put up in cans of convenient size, ready for use, and is sold by all dealers in painters' supplies. This polish has been very extensively used in this city and has always given the very best of satisfaction.

THE old Merchants' Hotel, at 13 Change avenue, is one of the oldest and best known hotels in the business part of the city and has a large patronage. It is centrally located and very convenient for those having business in or around the market and stock exchange. H. W. Cottle is the proprietor, and he spares no pains or expense to make his house one of the best.



HOTEL OXFORD.

SARGENT & CUNNINGHAM, are the proprietors of several hotels. One of these is the Hotel Oxford, on Huntington avenue, one of the modern hotel structures in this most desirable part of the city. It is handsomely finished and elegantly furnished, and is run on the European plan. Another is the Exeter Chambers, on Exeter street, one of the most popular of the Back Bay hotels, being very elaborately furnished and having every modern convenience. It is a favorite resort for society people and is run on the American plan. Its location is one of the best, being convenient to reach from any part of the city. They are also proprietors of the famous "The Haynes," hotel in Springfield, Mass. This is one of the best located and most liberally patronized hotels in Springfield.

JOSEPH UFHEIL & Co. are well known to the trade as dealers in artificial stone, and contractors for stone and asphalt work of all kinds. They do a large business in the line of laying sidewalks, cellars, roofs, floors, hallways, etc. They make a specialty of artificial stone work laid in colors, and their business is constantly increasing. Their office is located at 25 Faneuil Hall square, where they are always pleased to meet customers, give estimates, and show samples. This firm has done work on Hartford, Egleston, and School streets; also, at American Brewery and Norfolk Brewery, etc.

NICHOLAS WHITE, whose experience as a builder fits him to do anything in the line of building, has been identified with the building trade for many years and is a thoroughly competent and reliable business man. He has done a great deal of building in and around Boston and has a splendid reputation among the trade. His office is at the corner of Tremont and Beacon streets, in the Albion building.

JOHN MACK, JR., and JAMES W. MOORE, doing business under the firm name of Mack & Moore, with an office in the new Smith building at Court square, are among the well-known masons and contractors who have done a great deal of building in and around the city, always giving the very best of satisfaction wherever employed. They also do a general business in building repairing in all its branches. They are called in competition by all the leading architects, having gained a wide reputation for close figuring and first-class workmanship, as they employ only the best workmen.



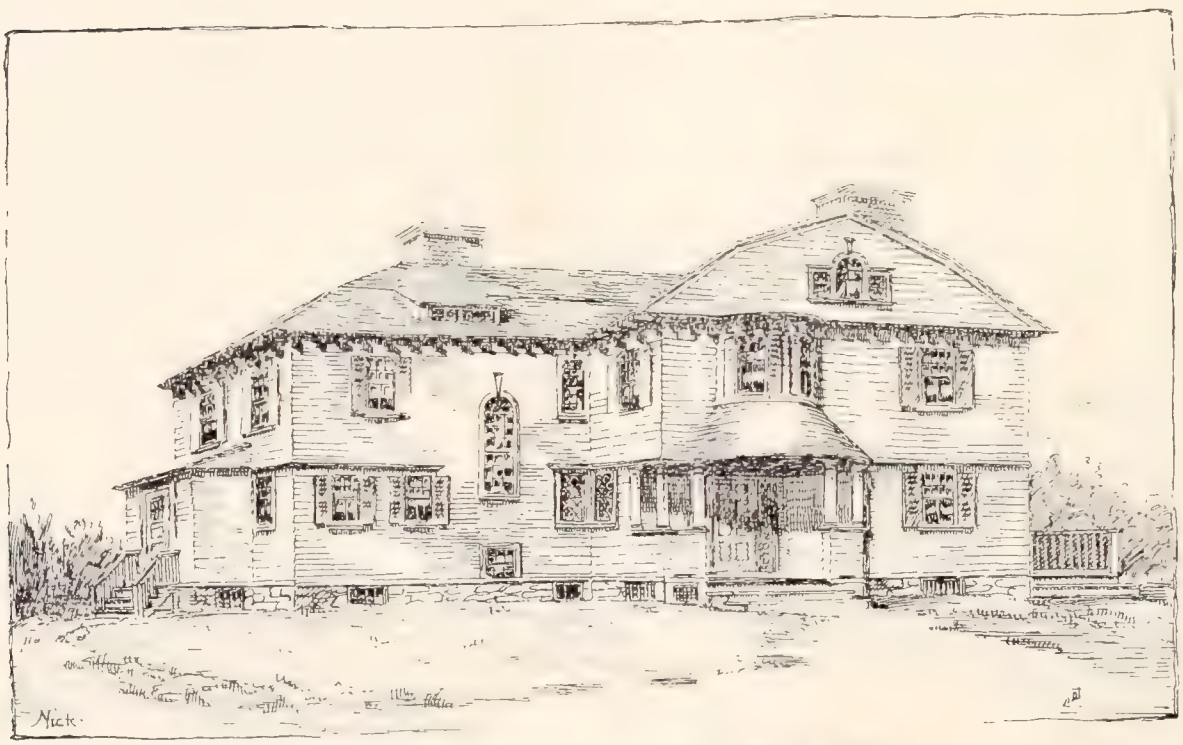
HOTEL BELVOIR, BEACON STREET.
BY PERMISSION BOSTON HERALD.



KOSSUTH HALL, TREMONT STREET, ROXBURY.
BY PERMISSION BOSTON HERALD.



R. H. WHITE & CO.'S BUILDING.



HOME OF MR. JOHN FISK, ADAMS STREET, MILTON.
BUILT BY J. M. I. MORRILL.

THE FOLSOM SNOW GUARD COMPANY, of this city, are the manufacturers of the patent snow guards that are now being used on all the modern slate-roof buildings, and they have done an immense business in this line since the introduction of the guard, which is the only practical roof snow guard on the market. The city of Boston has adopted them for use on all the later school buildings; and besides these, the Irvington street armory, the First Spiritual Temple, the Park square station of the New York, New Haven & Hartford Railroad, and many other prominent buildings, have been furnished with the guards by this company. The guard itself is a very simple little device, but it is very effective; and, where a slate roof is used, it is found to be a perfect guard against the dangerous snow-slides that give a great deal of unpleasantness unless something is done to prevent them from coming down upon the heads of passers-by. All the modern buildings are supplied with this little device, and it has given the best of satisfaction wherever used.

J. M. E. MORRILL, 148 Centre street, Dorchester district, does a general business as a carpenter and builder, making a specialty of large public buildings and fine private residences. He has had years of experience in the construction of the above class of buildings, and is thoroughly competent to do the work in a first-class manner. He is always pleased to furnish estimates on anything in the line of building.



J. M. E. MORRILL.

AMONG the dealers in building materials who have a very extensive and constantly increasing trade all through New England, are Ham & Carter, dealers in brick, lime, cement, plaster, hair, sand, sewer and drain pipe, etc. They have two depots for the sale of these goods, one at 560 Albany street and another at 82 Clifton street, at Dudley station. This company have been in the business a great many years and are widely and favorably known to the building trade. They carry a very large stock of all kinds of materials mentioned and fill all orders promptly. Their facilities are the very best for carrying on this kind of a business, and their methods are such as to meet the approval of their large and growing list of customers and patrons. They have supplied materials in their line for a great many of the modern structures in this city and they have always given the very best of satisfaction.

RICHARD P. SLATTERY & CO., 78 Essex street, do a general business in plumbing and gas fitting, making a specialty of drainage and ventilation. The firm has a splendid reputation for the skillful manner in which they attend to all orders, and they have done a large amount of work in and around the city. They are experts in the line of drainage and ventilation, and in this line have a very large trade.

AMONG the real estate dealers who have worked up a large business in the past few years none have been more successful than Frost Brothers, 31 Milk street. They do a general business in real estate and mortgages, making a specialty of building and selling new houses on

easy terms and developing new tracts of land. This has been a very important feature in the real estate business for the past few years, as the demand for suburban houses has been rapidly increasing. This firm has developed a number of very desirable tracts of land in the suburban districts, building houses and stores thereon and selling them for homes and business purposes; among which are the stores Nos. 90, 92, 94 and 96 South street; Hotel Guildford, 220 Clarendon street; Hotel Denmark, Dudley street; and forty or fifty desirable houses at the Dudley street station, besides many smaller houses in other districts. They have been very successful in disposing of their houses, as they build none but first-class ones and offer them at very reasonable prices.

JOHN MATTSON, dealer in real estate, 28 School street. The real estate interests of Boston and its many pretty suburbs are in a most prosperous condition and are rapidly growing in value. Among the youngest, best known and most prosperous of those engaged in the business as real estate agents is Mr. Mattson, whose office is located at 28 School street. He possesses a thorough knowledge of the values of real estate, and he has carried through successfully many important transactions in this line. Mr. Mattson has constructed a large assortment of homes for sale in the various suburbs and makes a specialty of foreclosure sales, and building residences in the suburbs and selling them on easy terms. Mr. Mattson has always a large assortment of city and suburban estates for sale. He conducts a general business in buying, selling, leasing, and exchanging property of all kinds, collecting rents, securing tenants, negotiating loans and mortgages, assuming the management of estates, and effecting fire insurance in all first-class companies, including the German-American of New York, for which he is agent. He first came to Boston in 1884. He is a member of several masonic bodies, being a member of the Massachusetts Consistory and Boston Commandery of Knights Templars, and is the president of the Swedish Building Society. Mr. Mattson is doubtless the most pushing and enterprising real estate dealer in Boston, and is well deserving of the success he has achieved. Mr. Mattson is also the sole owner and publisher of the *Argus*, the leading Swedish newspaper in New England. The first copy appeared about three years ago. It has proven a great success from the very start.



JOHN MATTSON.

THE JARVIS ENGINEERING COMPANY is well known to the steam users throughout the country, and it is not necessary to recount the many contracts they have taken and carried to completion to the satisfaction of all parties interested. The company make a specialty of equipping electric light and power plants, and also expert setting of steam boilers for mills and factories. They also work in connection with the steam heating and ventilating contractors, having special facilities for the steam-pipe trenches and plaster ducts for hot-air transmission, controlling all radiation. Twenty years' continuous business in Boston is enough to establish their reliability, not mentioning their many agencies in different parts of the country. The company have a large plant for the manufacture of the specialties in their line and where all fitting up and repair work is done. This company have done a

K. M. JARVIS, Pres. J. N. PRATT, Treas. and Gen'l Mgr.

JARVIS ENGINEERING CO.,

61 OLIVER ST., BOSTON.

ENGINEERS AND CONTRACTORS,

BOILER SETTING AND JOBBING MASON WORK A SPECIALTY.

SPECIALTIES:

Jarvis Patent Furnace, Korting's Induction Condenser, Watson & Müller Trap,
Armington & Sims Engine, American Feed Water Heaters, Korting Double Tube Injector,
Nat'l Rocking Grate Bars, Sheffield Grate Bars, Steam Boilers,
New World Power Pumps, and other Steam Supplies.

GEO. H. LINCOLN & CO.,

IRON * FOUNDERS,

Treads, Risers

— AND —

BUILDING IRON WORK.

Estimates Furnished from Patterns,

Foundry, Alger Street,

SOUTH BOSTON.

Webster, Dixon & Co.,

MASONS

... AND ...

BUILDERS

466 Broadway,

CHELSEA, · · MASS.

very large amount of work in this city in connection with the equipping of buildings and manufacturing plants with steam and electric apparatus and have a trade which extends all over the country.

The Jarvis Patent Furnace, of which they are proprietors, has had a long and successful career, and is accepted as one of the satisfactory appliances for the consumption of smoke, and at the same time adds to the efficiency of the boilers. The idea of increasing the space for combustion, by raising the boilers from the grates, was first adopted by them in this country, and to-day all intelligent boiler builders have adopted the plan. A boiler, of whatever design, set by this company will have every device known to combine strength, efficiency, and economy.

In connection with their regular work they have the agency for L. Schutte & Co.'s steam jet apparatus for the New England States; also, the American Feed Water Heater, manufactured by the Whitlock Coil Pipe Company, Elmwood, Ct.

This company has from the first handled first-class goods, among the most noted being the Armington & Sims Automatic Engine, which is favorably known and used in connection with electric light and power plants in about every country on the globe.

W. A. & H. A. Root are among the best known building contractors in New England, and have erected a great many of the most prominent buildings in Boston and other cities. They began business in 1872, and since that time have been prominently identified with the building trade. Among the buildings which they have erected are the Court House at Worcester; town halls at Canton, Stoughton, and Walpole; the Brewster Memorial Hall and Academy building at Wolfboro, N. H.; the Children's Hospital and the Elysium Club building; the Aged Couple's Home; Kossuth Hall; and the following hotels and business blocks in this city: Hotel Adelphi, Comfort, Rugby, Eustis, and Young's; business blocks for L. P. Hollander, Copenhagen, Whitney, Richards, Robinson, Curtis, Ferdinand's Blue Store, and many others; manufacturing establishments for French & Ward and Draper Brothers, Canton; Whittier Machine Company and Boston Cordage Company, South Boston; Kennedy's Cracker Works, Cambridge; and many others. The firm has made a specialty of building breweries, having erected them for A. J. Houghton & Co., Norfolk Brewing Company, American Brewing Company, Revere Brewery, Elmwood Spring Brewery, Roessle's, and several others. They have also erected a great many private residences and other costly buildings all over New England.

The Magee Furnace Company is too well known to need any further introduction to the public. The business was first established in 1867, and for nearly thirty years the Magee furnace has been recognized as the standard all over the country. The specialties of the company are furnaces and ranges for dwelling-houses, and in these lines they have always been at the head of the procession. Probably no concern in New England can approach them in the extent of business done. They do a wholesale business chiefly, and their trade extends all over the United States. They have agents in all the principal cities and towns in the country, through whom they reach the trade. The first Magee ranges were made in 1856, but the present corporation was not formed until 1867. Mr. John Magee, the original patentee of these goods and for many years actively and successfully engaged in their manufacture, has retired from the business. The present officers of the company are Frank A. Magee, president; Albert N. Parlin, treasurer.

One of the largest iron-working plants in New England is that of the Mechanics' Iron Foundry Company, located at 38 Kemble street. This company are manufacturers of iron castings of all kinds, and are licensees and sole manufacturers for New England of the Bannister Rocking Grate, which is more durable and can be run with less labor and a smaller amount of fuel than any other grate that has ever been put on the market, as can be proven by the many thousand square feet now in use in the city of Boston and vicinity. This foundry is well equipped for doing large and heavy work, and has all the modern appliances for doing it in the best and most satisfactory manner. The product of the company goes all over New England, and their trade is constantly increasing. The plant has been established over forty-five years and its products have become well known to the trade, among whom it has a high reputation. The officers of the company are F. W. Gibby, president; J. A. Caldwell, treasurer.

Builders and contractors are always looking for information relating to building and engineering enterprises, and in order to supply this information in a reliable form a system has been adopted by F. W. Dodge & Co. for this express purpose. It is known as the Construction Information Agency, and its information covers New England, New York, and New Jersey. Advance and authentic information, concerning all building and engineering enterprises proposed or in progress, is obtained by direct personal investigation by traveling representatives employed for this special purpose. The information thus obtained is furnished to subscribers, thus enabling them to know what is needed in their line. The agency is patronized by the leading firms, as being the only satisfactory system yet introduced offering a reliable means of communication with prospective buyers. The Boston office is at 146 Franklin street, and the New York office in Cammeyer building, Sixth avenue, corner Twentieth street, where an entire floor is occupied as the New York Building Material Exhibit, the only institution of its kind in New York. The firm is always pleased to give any desired information to the trade in relation to the workings and benefits of the system, which has a rapidly growing patronage among the best representatives of the building and engineering trades throughout New England, New York, and New Jersey. This is certainly a great help to those who are engaged in the manufacture and sale of building materials of all kinds in these times, when it is important to keep posted in order to secure business.

The Asbestos Paper Company, 71 Kilby street, are manufacturers of and dealers in all kinds of asbestos goods, making a specialty of asbestos steam-pipe and boiler covering. They have a very extensive trade all over the country, and their goods are in general use in steam plants in this city. The company are well known to the trade and have a very high reputation for their product. They are always pleased to quote prices on anything in their line when requested to do so.

E. A. Carlisle, Pope & Co., as successors to Levi Boles & Son, continue the business established by the latter firm as dealers in doors, glazed windows, blinds, window and door frames, weights, cords, etc., and are also importers of foreign window glass. Their place of business is at Haymarket square, on the corner of Sudbury street. They do a very large and constantly increasing business, and are one of the oldest and most reliable firms in the business.

MEAD, MASON & Co., general contractors and builders, are among the largest concerns in this line of business in this part of the country. They have a large wood-working factory at Concord, N. H. Their offices are at the factory; at Manchester, N. H.; at 320 Madison avenue, New York; and at 13 Exchange street, Boston. They make a specialty of large wood brick, and stone buildings, having the facilities for completing contracts for every part of the construction work and keeping a large force of skilled mechanics in their employ. They have built a number of large buildings in this city, and are well known to the trade all through the country.

THE system of electric heat alarms manufactured by the Electric Heat Alarm Company, 145 High street, is the most perfect system ever invented, and is highly endorsed by the insurance companies and professional men generally. The system consists of an electrically controlled device, which gives an alarm automatically whenever the room in which it is located becomes overheated, either from the breaking out of a fire or any other cause liable to result in a fire. These alarms are for use in mills, factories, stores, warehouses, hotels, private dwellings, and public buildings. There is also manufactured a journal alarm, for giving an alarm in case of overheated bearings in mills and factories. The company issue a very neat little catalogue, giving a full and detailed description of the system, which they mail on application. The system is endorsed by the United States Government, and by such men and firms as Governor Morton of New York, the Pullman Palace Car Company, Johnson & Howe Lumber Company, Vernon Worsted Company, the chief of the Boston Fire Department, and a great many others, including many prominent insurance companies.

GREAT comfort is derived, in many of our modern buildings, by the use of awnings, which shut out the strong rays of the sun, yet do not materially darken the room nor interfere with the admission of air from the windows.

Probably a greater part of such appliances in use in Boston to-day are manufactured by the house of Robert Miller & Co., of 230 State street, who have been established since 1847, and who have supplied their goods all over the country, increasing with their business their reputation as manufacturers of standard goods.

In addition to the manufacture of awnings, this house also make all styles of tents, from the simple "A" tent to the elaborate fancy patterns of palmetto and bell tents.

They are also headquarters for all kinds of sails, which they are capable of supplying for the smallest yacht or canoe or for the largest merchant vessel; and also for the best quality of bunting flags, in all patterns, national flags, Union Jacks, and yacht ensigns.

They also manufacture gymnasium mats, with which they have supplied the gymnasiums of the Boston Young Men's Christian Association and many other leading gymnasiums all over the United States ("Roberts" Gymnasium Mat a specialty). Special mail bags for business houses are made to order in any size.

They occupy at present over three stories of floor space, and make a specialty of taking down and putting up awnings, storing and insuring, and with the best of references from largest business houses they hold the confidence of the public.

THE well-known hardware firm of Burditt & Williams, located at 20 Dock square, is one of the oldest in the city, having been established for more than thirty-five years in a building

which has been a hardware store for more than a hundred years. They carry the largest and most complete line of builders' hardware east of New York, and have a very extensive trade all over New England. They have the facilities for making goods to order, and are prepared to make estimates and figure schedules. They have furnished the hardware for a very large number of the notable buildings in the city, as well as for the private residences. Their assortment is very complete, and when anything not carried in stock is required it is made to order, all work of this kind being skillfully and promptly done. The following list gives a few of the prominent buildings, the hardware for which was furnished by this enterprising house: Exchange building, State street; Chamber of Commerce; Sears building, Washington street; Rogers building, Washington street; Farlow building, State street; Hotels Victoria and Royal; Smith building.

A. Bilafsky is one of the well-known contractors of the city, who has built up a very large business, and has the esteem and respect of the public and the trade in general. His office is at 27 School street. He is always pleased to make estimates on buildings of all kinds, and has the facilities for doing work of this kind promptly and in the very best of style. He has built a great many structures in different parts of the city, and has a very high reputation among the trade. He has had many years of experience, and is a careful and conscientious builder. Many of the modern buildings in the North and West Ends of this city have been erected under his supervision, and at present the block being erected on Westland avenue, at the Back Bay, will be the model apartment house of the city.

C. D. Redmond, 37 Providence street, does a general business as carpenter and builder' making a specialty of putting in store fronts, office work, and general jobbing and remodeling. He has the best of facilities for doing this class of work, and with years of experience to aid him is able to do the work in a most skillful and satisfactory manner. He has done a great deal of work for many of the best houses in the city, and has a very high reputation for honesty and square dealing.

One of the most important pieces of apparatus in connection with the equipment of modern buildings is the elevator. Every building of modern design and construction, intended for business purposes, has to be provided with an elevator for the accommodation of its tenants. Among those who are the largest manufacturers of elevators for all purposes are the Moore & Wyman Elevator and Machine Works, corner of Granite and Richards streets, South Boston, who are the successors of Otis Tufts, the inventor of the passenger elevator. They are makers of the latest and most improved pattern of electric passenger elevator, which combines the highest speed with economy in operation and the most perfect safety. The movement of the car is perfectly smooth, and it is provided with a brake operated by electricity, and a patent automatic regulator, which prevents all jar to passengers as well as to the machinery. It is almost perfectly noiseless, and is especially adapted to office buildings and private residences. During the past few years this company have put in a very large number of their elevators in this city, and they have given the best of satisfaction in every instance. The company also make steam, hydraulic, and belt elevators, and their trade is all over the country. The works at South Boston are very large, and thoroughly equipped with all the latest and most improved machinery and appliances for the prompt and satisfactory production of

elevators and machinery, and they employ a large force of skilled workmen, who are kept busy filling orders for their goods. Catalogues and prices will be furnished on application.

Some of the prominent buildings in this city using the elevators built and erected by this company are the following: The large dry-goods house of Jordan, Marsh & Co. (for whom they have built over twenty passenger and freight elevators, and who without doubt have the finest elevators in this city), Taylor building, Sears building, Mr. John Stetson's Hotel Savoy, Bowdoin building, Carney Hospital, Wentworth building, Stone building, and over six hundred other office and mercantile buildings and warehouses in this city alone.

Frank G. Coburn, successor to Joseph W. Coburn, mason builder and contractor, has a record for skill, integrity, and first-class mechanical ability as a builder, extending over a period of seventy-one years. This house, which was established in 1824, has left the imprint of its skillful handiwork upon several of the landmarks of Boston. It has constructed buildings calling for a thorough mastery of the art of mason construction in this and other states, during its long, successful, and highly creditable career. Probably the most noteworthy and enduring structures of masonry, that permanently attest to the ability of the house, are Bunker Hill Monument, the lighthouses erected by order of the government along the coast of Maine, the old Fitchburg depot, and the Boston Museum. The masonry on either one of these works called for both technical and mechanical ability. That the buildings were constructed in a manner creditable to the city of Boston, the United States, and to the house of Frank G. Coburn, can be vouched for by the thousands who have for years visited the Boston Museum, the old Fitchburg depot, and the many thousands who have visited, and who will in the future visit, Bunker Hill Monument. In more recent years the house has added to its prestige and reputation, as first-class mason builders, by the erection of a large number of buildings in many of the towns of Massachusetts. A few buildings among the number that it has placed to its credit within recent date are the large carriage factory of Henderson Brothers in North Cambridge, the George W. Durrell school-house in Somerville, the Medford police station, and numerous high-class brick houses in Brookline. Probably no builder in the city of Boston has a prouder or more successful history. All who do business with this house will obtain all that their contract calls for, both in material and skill; and its reputation for square dealing is perhaps a higher and more enduring tribute than is Bunker Hill Monument, which is such a strikingly prominent testimonial to its constructive and mechanical ability.



FRANK G. COBURN.

A. G. Rockwood, who has succeeded Hawthorne & Son in the plumbing business at 35 1–2 Province street, is a practical plumber of long experience and with a good reputation as a

careful and skillful workman. He does a general business in the line of plumbing and sanitary work, and has a very good trade among the best class of customers. He has all the facilities for doing first-class work, and has completed a number of large contracts in the city, giving the best of satisfaction to all concerned. He makes a specialty of house plumbing and has gained a reputation for reliability and satisfactory work which has won him the patronage of the very best class of trade. His prices are reasonable and he is very prompt in performing his contracts.

W. A. Sanborn, manufacturer of and dealer in face and common brick, has furnished the brick for a large number of the latest and most noted buildings in this city and throughout New England. He has large yards at Somerville, and also at Exeter, N. H. He is a member of the Master Builders' Association, and has an order box at the rooms, 166 Devonshire street, Boston. His post-office address is 60 Chauncey avenue, Somerville. Among some of the modern buildings for which he has furnished material are the new court house in this city, the Irving apartment house at 64 Huntington avenue, Dr. Byrant's house on Beacon street, Asa Potter's house on Commonwealth avenue, and a very large number of others. He makes a specialty of pressed brick and a high grade of selected common brick, and has a trade all over the New England States. A sample of his selected common brick, may be seen in the building corner of Lincoln and Essex streets. Mr. Sanborn has been in the business since 1875, when he established himself as above. He is well known to the building trade and is a highly honored and respected business man.

The firm of Crawford & Young, plumbers, 18 Post Office square and 321 Warren street, was established in 1889, and consists of James Crawford and Joseph H. Young, both men of long and practical experience in the trade. They are at present doing a very large and constantly increasing business, and have the best class of customers in the city on their list. They have completed some very large contracts for plumbing and have been wonderfully successful in a business way. They make a specialty of sanitary work and have every facility for the prompt and satisfactory completion of such work. Among some of the notable buildings which they have done the plumbing work for are the Copley Square Hotel and Hotel Reynolds, two of the largest and finest hotels in the city, and the Christian Scientist Church. All of these are large and important buildings and required a large amount of work, which had to be done in the very best manner. The company are prepared to take contracts for all kinds of plumbing and sanitary work, and keep a force of skilled workmen, so that all work is promptly and skillfully performed. They are always pleased to give estimates, and their prices are as low as are consistent with first-class materials and workmanship.

Among the well known and extensive contractors and builders in this part of the country is the firm of L. P. Soule & Son. This firm are members of the Master Builders' Association, and their office is in the association building at 166 Devonshire street. They have erected some of the notable buildings, both public and private, in this city. They have been in business many years, have grown up with the city, and have always been identified with its building interests. No firm stands higher in the public esteem and patronage, and they deserve the flattering reputation which their long and honorable career has won for them. They are now engaged on several large contracts, and are always to the front whenever there

is a large or important building contract to be let. They have the facilities for doing all kinds of building complete, and the many handsome buildings which they have erected are the best recommendation of their skill and business ability, which is beyond question.

Fred. W. Belyea, 71 Chestnut street, is well known in connection with the work of remodeling old buildings and the building of new ones; among them being the carpenter work on the Stone, Equitable, Union Bicycle and Art Museum buildings. He has been established in the business for the past three years and since then has assisted in the construction of a great many of the new buildings that have been built in the city during that time, and has also remodeled quite a number of older buildings. He is known as a careful and experienced workman and has built up a very good trade in his line.

The firm of Delorey Brothers, painters and decorators, was established in 1884, and their office is now at 226 Pleasant street. They have done a very successful and constantly increasing business from the start, and are now among the best-known painters and decorators in the city, having been employed upon many of the largest and most particular jobs of this kind. They are thoroughly practical and have the highest degree of artistic taste, which is an important part of the trade. Among some of the buildings which they have worked upon are the Hotel Reynolds, Abbotsford Hotel, Hotel Brunswick, the Oxford, the United States Hotel, Exeter Chambers, the Charlesgate Hotel, and the American House, for all of which they furnished the interior painting and decorating. These are sufficiently good examples of their workmanship to show the taste and skill which they display in their work, and are also the best recommendations to the public of their ability. They are not confined to the city for their patronage, as they have customers all over New England. There is a growing demand for elaborate interior decoration, and almost every modern building shows more or less of it. This, of course, calls for a greater amount of labor in this trade, and also for a high class of workmen. Delorey Brothers are prepared to take contracts for anything in this line, and are always pleased to give estimates when called upon to do so.

Small Brothers, 262 Broadway, Everett, do a general business as practical plumbers, giving their personal attention to all work under their charge. They have had a large experience and are both practical workmen. They have done a great deal of the plumbing and sanitary work in Everett and other cities, and have always given the very best of satisfaction.

Charles E. Gould, 165 Westville street, Dorchester, does a general business as a carpenter and builder, having been established in the trade for several years, during which time he has built quite a number of houses and done a great deal of carpenter work. He does all kinds of jobbing and repair work, and attends to all orders promptly.

John Sherman, 1177 Beacon street, Longwood, does a general business as a carpenter and builder, having facilities for doing all kinds of work promptly and in a satisfactory manner. He also does all kinds of furniture repairing and jobbing. He has had years of practical experience in all departments of the work, and is a thoroughly competent and reliable workman. Estimates are given for all kinds of work. Among some of the houses he has built we may mention that of Charles H. Stearns, Brookline, cost $10,000; one for John Wood, Jamaica Plain, cost $7,000; and one for Sidney Smith, Newton, cost $4,000.



THE JOHN C. PAIGE INSURANCE BUILDING, KILBY STREET.



SEVER HALL, CAMBRIDGE.

BY PERMISSION OF NORCROSS BROTHERS, BUILDERS.

W. E. Bertwell & Co., 51 Charlestown street, do a general business in steam and hot-water heating, being extensive contractors for the installing of plants in large or small buildings, and they have equipped a very large number of the modern buildings with their system. They make a specialty of the Ideal Boiler, which is acknowledged to be one of the best, most economical, and efficient heaters now on the market. This firm did all the piping on the boilers at the new library in this city, and also at the town hall in Arlington, both of which are very large buildings, and in which none but the best apparatus would be acceptable. The business was established in 1892, and has been steadily increasing, under able management and the best of care in the execution of all contracts, none but first-class workmen being employed. The firm have built up a very extensive business, with a trade which extends all over New England, and have made a reputation second to none for the quality of work and strict business principles. They have some very large contracts on hand, and are constantly adding to their facilities for the prompt filling of all orders for goods in their line.

Joseph A. Ingalls and Paul H. Kendricken, under the firm name of Ingalls & Kendricken, steam and hot-water heating engineers, are manufacturers of high and low pressure, self-regulating steam and hot-water apparatus, for warming and ventilating dwelling-houses, public buildings, hospitals, school-houses, railroad stations, factories, etc., and in their line are well and favorably known to the building trade all over New England. They have equipped a very large number of important buildings with their apparatus, and it has always been done to the entire satisfaction of all concerned. Their facilities are unsurpassed, and with years of practical experience in the business they know the needs of the trade and are always up to the times in everything in their line. The office and manufactory are located at 80 and 82 Sudbury street. The factory is one of the best equipped for the manufacture of steam-heating apparatus in this part of the country. They are always pleased to make plans and estimates and take contracts for supplying heating and ventilating plants complete, and have recently been awarded the contract for heating the Tremont building and Union Institution for Savings in this city.

M. W. Sands, the brick manufacturer at North Cambridge, has furnished the bricks for some very notable buildings, and he is among the most successful manufacturers in that line in New England. In the construction of the Charitable Mechanic Association building, the exposed or front bricks were manufactured by Mr. Sands. All the bricks in the construction of the Boston Art Club and the School of Technology buildings also came from Mr. Sands' yard. The front bricks in the Quincy Market cold storage building; the exposed bricks, which were twelve inches long, in the Trinity parsonage building; and those for the new State Armory, off Columbus avenue, which required 3,000,000 common bricks and which is a handsome structure, were also made at this yard. Mr. Sands also got all the contracts to furnish the city of Newton with bricks for the metropolitan system of sewerage, which took four successive years to complete and which required 10,000,000 bricks. He obtained the contract to furnish the bricks used in several of the Harvard College buildings — such as Sever Hall, which required 2,500,000 bricks, and the Jefferson Laboratory, in the construction of which 2,000,000 bricks were needed — and in the new City Hall at Cambridge, where 1,500,000 common bricks were used; the bricks for the Cambridge Hospital and the Public Library, and all the exposed bricks in

the Harvard Gymnasium; while the library buildings in Arlington and Brookline and the Ames' Library in North Easton contain the bricks manufactured at the above yard. Outside of this city a large number of buildings, including Mrs. Emmons Blaine's elegant new residence at Chicago, and a residence in Buffalo, N. Y., costing $100,000, were built with exposed bricks of Mr. Sands' make. These are sufficient to show the class of trade which Mr. Sands supplies, and it is because of the superior quality of his product that he is able to keep and increase his customers in the face of the present competition, which is very strong, especially here in Boston. He has the best of facilities for turning out bricks in large quantities, and has a trade which extends as far west as Chicago.

In 1889 the Boston Furnace Company succeeded to the business of Moses Pond & Co., one of the oldest firms in the business, having been established more than fifty years when the change was made. The business carried on is that of the manufacture, sale and installation of all kinds of heating and cooking apparatus, and they do a very extensive business all through New England, to which territory they confine themselves almost entirely. The company make a specialty of the manufacture of Novelty steam, hot-water, and hot-air apparatus, domestic stoves and ranges, and in these have a great variety, suited to all demands and made in the latest and most improved patterns. The goods made by this company have been supplied to most of the latest and most well-equipped hotels, restaurants, school buildings, and private residences, and have always given the very best of satisfaction. Among some of the more notable buildings that have been furnished with their apparatus, for one purpose or another, are the Frost Hospital, Dorchester Club, the school buildings at Taunton and Dedham, the Boston Athletic Club building, the Richmond street and Horace Mann school buildings, some of the school buildings at Canton, and a large number of other large buildings all over New England. The officers of the corporation are: Abram C. Mott, president; Richard E. Warner, vice-president; W. McK. Barbour, treasurer; Charles H. Hanson, secretary. The office and warerooms are at 175 Hanover street.

R. J. Flewelling, 2 Lake street, Brighton, does all kinds of carpenter and jobbing work, and is also prepared to do building of all kinds. He has built up a very good business, which is constantly increasing, and is very highly spoken of as a thoroughly competent and reliable workman. He is always pleased to make estimates for new buildings, and attends to all orders promptly and in a very satisfactory manner.

L. Martin & Co., 620 Atlantic avenue, in the Hathaway building, do a general business as carpenters and builders, paying especial attention to jobbing of all kinds. The firm are members of the Builders' and Contractors' Association, and have an excellent run of trade. They have had many years of practical experience in this city, and are prepared to do anything in their line promptly and in a most satisfactory manner.

The largest retail dealer in wall papers in New England is Thomas F. Swan, 12 Cornhill. He carries a very large and complete stock of all the latest patterns of wall papers, and sells them at the lowest prices. He has a very large trade and supplies all the large builders with materials in his line. He has had a long experience in the business, and knows what is wanted in his line and keeps up with the times in the selection of his stock. Buying in large quantities he is able to take advantage of the market and give his customers the benefit.



SECTION SHOWING ROLL TOP COUNTERS. DESIGNED AND FURNISHED BY THE WILLIAM G. ELLE CO., BOSTON. COPYRIGHTED 1895.



DESIGNED AND FURNISHED BY THE WILLIAM G. BELL CO., BOSTON.

The William G. Bell Company, 48 to 54 Commercial street, store fitters and designers. This company are without doubt the largest company in this part of the country in this line of business, and their trade is very large. They have fitted up a great many stores all over New England and the West. They carry a large stock of everything in the line of store fittings and furnishings, and employ skillful designers to make plans and arrangements for new stores. They make a specialty of designing and fitting grocery and provision stores complete from floor to ceiling, furnishing show cases, counters, refrigerators, cash and credit registers, scales and balances, roll-top desks for the office, etc. Among the many stores which they have designed and fitted, a splendid example of their skill and utility of design is that of C. W. Boyce, at Buffalo, N. Y. This is one of the largest stores in the city, and is most elegantly fitted and furnished. Everything for convenience as well as for attractiveness is complete in every detail. All the designs are original and are models of beauty and usefulness. This company have all the facilities for the complete equipment of stores, and carry a very large assortment of everything needed. It is astonishing to see to what a degree of perfection this company have carried the art of store fitting and the amount of business that is done. They are continually receiving orders from all over the United States for their goods and in a great many cases are given the entire work of designing and fitting new stores.

A large share of the success of a business depends upon the appearance of the place in which the business is carried on, and the conveniences which it offers for doing business. It is not everyone that has the taste, knowledge, and skill to design and equip a grocery or provision store, and it is therefore a matter of interest to everyone in the business to know where he can have the work done in a skillful and satisfactory manner. The William G. Bell Company are always pleased to hear from those contemplating the fitting up of a new store or the re-arrangement of an old one, and are prepared to make plans, suggestions, and estimates as to the cost of such equipment, and when given the work aim to do it in a satisfactory manner. There are in this city many examples of the work done by this company, as well as the superior quality of the goods furnished by them. They make special designes for refrigerators, coolers, meat chests, etc., and are always up to date in everything, They issue a catalogue giving full information as to the goods they handle, and solicit correspondence from the trade when in want of anything in their line.

James W. McArdle does a general business as a mason and builder, making a specialty of boiler setting. He is a member of the Builders' and Contractors' Association and has an office at the association building, 17 Otis street. Having made a specialty of boiler setting for a number of years he has the experience and skill necessary to perform this important work in the very best manner. He has done a very large business in this line within the past few years, and has a very high reputation among the trade. He also does a general jobbing business as a mason and builder, attending to all orders promptly and faithfully. The business has been established several years and is constantly increasing. Mr. McArdle is well known to the building trades and has been identified with the business for many years. A few of the buildings erected are: Brick dwelling-house for John J. Coffin, Charles street, Boston; business block for Allen & Hall, Boston; storehouse for Bay State Tiling Company, Boston. He has set boilers in Hotel Thorndike, Boston; Theological College, Newton Centre; Sandy Hook Proving Grounds, New Jersey; Young Men's Christian Association, Middletown,

Conn.; Primary School, Cumberland Mills, Me.; Huntington Woolen Mills, Huntington, Mass.; Gilt Edge Stamping Company, Millis, Mass.; Aged Ladies' Home, Boston. He also did the mason work connected with the steam heating in the Cadet Amory, Boston, and set and did mason work for Harvard estate, 59 Franklin street, Boston.



THE PARKER HOUSE.

THE PARKER HOUSE, fronting on School and Tremont streets, is a very large, six-story marble-front edifice, containing nearly three hundred rooms, including many large drawing-rooms and suites. It was established in 1854, by Harvey D. Parker, but is at present conducted by J. R. Whipple & Co., who are also proprietors of Young's Hotel. The house is run on the European plan, and the restaurant is one of the finest in the country, while the cuisine is unsurpassed. The café is a favorite resort for business men and politicians; and at times, such as election nights, it becomes crowded and the scene is an animated one. The rooms and apartments are all large, light and airy, and furnished in the most elaborate style. This has been one of the most successful of American hotels, and many very eminent guests have availed themselves of its hospitality. Here, as at Young's, there are many private dining-rooms, where some of the noted clubs and societies of the city meet and dine. Parker's is one of the older houses, and on account of the prestige which it has always held among the hotels of the city has become the favorite hostelry among the notable people who come here from time to time, and its patronage has steadily increased, several additions having been made necessary to accommodate the growing trade. Under its present management it has not only held its former high standing and patronage, but its reputation has been extended and it has a world-wide fame.

YOUNG'S HOTEL is one of the most favored houses in the city for business and professional men, being located in the very centre of the business section, and it has a very high reputation

for its elegant appointments and unsurpassed cuisine. It is also one of the largest houses, having over two hundred and twenty-five rooms, with a large number of sumptuously furnished suites. There are several large dining-rooms, some of them arranged for private parties and clubs, of which many are accommodated. The house is run on the European plan, and is a favorite resort for business men. A few years ago a large addition was made to the building, and this has been opened for the convenience of lady guests, with elegant furnishings and large, pleasant dining-rooms. Quite a number of the noted dining clubs have their headquarters here, and these include some of the leading society people who have long been patrons of the house. The house was founded by George Young, whose name it bears; but he retired from the business several years ago, and the house is now under the proprietorship of J. R. Whipple & Co. Mr. Whipple is one of the best-known hotel men in the country, and has established a reputation for the houses in which he is interested that has made them deservedly famous and given them a world-wide name. The house is located at the head of State street, with entrances from Washington and Court streets and Court square.

For more than twenty-five years William Hughson has been connected with the building trade in this city, having established the business in 1870. He does a general jobbing and remodeling business, and his long experience in these lines has given him advantages possessed by but few others. His ability and skillfulness have become so well known that he is in great demand wherever work in his line is to be done and has built up a very extensive business. He has done many very successful jobs in the way of remodeling old buildings, and has always given the very best of satisfaction wherever he has been employed. There is, in a city like Boston, a great deal of work to be done in the way of general jobbing and repair work, and this calls for good workmen. Mr. Hughson has all the facilities for doing everything in his line with promptness and in the very best manner. His office and shop are at 121 Eliot street, and here he has all the tools and other conveniences for getting out work in his line. He is always pleased to give estimates, and will do work as cheaply as is consistent with good materials and workmanship.

With the elaborately designed architectural iron work which is now so much used in the ornamentation of buildings, it requires considerable skill and taste to furnish the designs and patterns necessary for the work. This is now a specialty with some, and among those who have been most successful in this line is Benjamin F. Tripp, whose place of business is at 17 Chardon street, Boston. Mr. Tripp is a practical mechanical draughtsman, pattern and model maker, and has facilities for doing turning, jig, band, and circular saw work. The business was established in 1888, and among the contracts which have been successfully filled may be mentioned the patterns for the stairs in the New Court House, Castle Square Hotel, R. H. White's new store, and many of the largest and most elaborate of the family hotels. So well known has his work become that he has filled orders as far away as Chicago, while he has a splendid trade in all parts of New England, where most of his work is done.

Malcolm McLean, carpenter and builder, 50 Charlestown street, has been in the business for the past twenty years, and during that time has built up a trade in this line which includes the best class of work in the city. A thoroughly practical and experienced man at the start, he was able to secure and hold the custom of many of the most extensive builders, and the

high grade of work done has established for him a reputation which has placed him in the front rank as a contractor and builder. Among the building operations which he has made a specialty are coal elevators and towers (of which he has built a large number in this city and vicinity), docks and sheds, runs and stagings. These are buildings calling for special experience and knowledge as well as a high grade of workmanship, and the very large number of these which he has been employed to construct, and which have been completed to the entire satisfaction of the owners, is evidence of his ability. These are, however, only a small part of the work done, for he has been a very active participant in the building trades, doing the carpenter work on many of the large buildings for which Boston has become noted in the past few years, always performing his work with the same conscientious degree of perfection and skill. Few men in the trade have a better reputation for honesty and reliability than Mr. McLean, and he is one of the busiest men in the trade. In addition to contracting and building he does a general jobbing business.

One of the best known lumber dealers in the city is the firm of Wood, Barker & Co., with an office in the new Exchange building on State street. This firm have furnished lumber for a great many of the largest buildings in the city and do an extensive business all over New England.

The *Boston Herald*, under date of December 30, 1894, said of this concern, in relation to filling the order for lumber for the State House: "One might think that the resources of the company were taxed heavily to supply such a quantity of material, but the writer happens to know that this firm has been called upon within two years to furnish not only lumber for the State House, but for the Boston & Maine Elevator, the Union Station, the State buildings at Waverly, and the group of five buildings which form the manufactories erected by S. P. Wormwood, Esq., on A street, South Boston. These structures required on the aggregate over ten million feet of lumber. Such items rarely get into print, but will give an idea of the enormous lumber transactions that are constantly going on in this city."

J. F. Polsey, 32 Oliver street, does a general business in the line of heating and ventilation, making a specialty of the hot-blast system. This system is acknowledged to be one of the best in use, and has been adopted by a great many builders in this vicinity. The work done by Mr. Polsey is of the very highest order, and all the latest and most improved methods and devices are made use of. He furnishes blowers and exhaust fans of all kinds and for all purposes. He is prepared to do either large or small work, and is always pleased to submit estimates in competition with others in the same line. His facilities are such that he is enabled to make as low figures as can be given for first-class work and materials. He has had years of experience, and is well-known to the trade as a thoroughly competent and reliable business man.

D. Henry Cram, the inventor of the Cram Patent Derrick, the only derrick patented complete in the United States, is one of the best known contractors for railroads, bridges, abutments, and public works of all kinds in the country. He has completed a very large number of extensive contracts in the above line, and has gained a world-wide reputation for his patent derrick used on this kind of work. The Cram derrick has been selected by the managers of the great Paris Exposition, to be held in 1900, for work in connection with the

construction of the exposition buildings — a very high recommendation indeed. Among some of the Boston contracts which he has completed are the foundations of the new court house and the new public library. His derricks have been used on the Union Station, Worthington building, and many of our big structures, as well as in the construction of the Beacon street extension, bridges, etc.; also, a contract in Canada for the Welland Canal. And in the States he has put in all the stone work on the New York Central, Delaware & Lackawanna, Reading, Pennsylvania, New York & New Haven railroads, which included the entire Vanderbilt system. Mr. Cram has done a very extensive business within the past few years, and is at present engaged on some very large contracts. His office is at 15 Court square, in the elegant new Smith building.

THE JOHN C. DELANEY MOULDING COMPANY is a Massachusetts corporation organized and established in 1889, having its place of business at 75, 77, and 79 Wareham street and on Plympton street. Since this company began business it has been closely connected with the building up of the city, in that it has furnished a very large amount of interior wood work and wood work of all kinds. They make a specialty of the manufacture of builders' finish of all kinds, hardwood flooring and hardwood doors, their plant being equipped with the latest and most improved machinery for the manufacture of mouldings and builders' finish, and the company have a large trade all over New England, selling direct to builders. This business has grown very rapidly in the past few years and has come to be quite an important industry, employing a large amount of capital and a force of skilled workmen. The business of the company has grown to such an extent that it has increased its original capital since it was chartered in 1889, and is now one of the largest concerns engaged in this line of manufacture in this part of the country. In the production of their goods they use none but the best of materials, and it takes quite a large amount of lumber to supply the demands for the finished wood work which they deal in. They furnish the interior wood work for the best of the modern private residences, and this trade alone is quite large. They are always pleased to give estimates on anything in their line, and their prices are as low as is consistent with good material and workmanship.



JOHN C. DELANEY.

W. F. ARKINSON & CO., 51 Buckingham street, do a general business as plumbers and sanitary engineers. They are prepared to take contracts for the complete equipment of buildings with everything in the line of sanitary plumbing, and have done many such jobs, giving the very best of satisfaction in every instance. They have all the facilities and necessary equipment for getting out everything connected with the business. They also do a general jobbing business, and attend to all work in this line promptly and in a workmanlike manner. They are always pleased to furnish plans and make estimates. Attention is called to their facilities in the examination of the sanitary conditions of public and private buildings with their patented testing pump.

W. R. MAXWELL, whose brick yards are at Medford, Mass., is a manufacturer and dealer in face and common brick, making a specialty of moulded and paving brick, and carries a large

stock of the above. The same yard that he now operates has been used for the purpose of brick-making since the early part of this century, and the bricks made at the yard, if placed end to end, would more than completely circle the world.

Among some of the buildings in this city for which he has furnished the brick are the new City Hospital; the addition to the Massachusetts General Hospital; addition to the Boston & Albany station; the new Hicks building on Bowker street; Phillips South Baptist Church; Boston Post Office, interior work; Worthington building, interior work; Algonquin Club House; and many of the residences and other buildings throughout the city.

Richard A. White, 4 Bower street, is a well known plumber and sanitary engineer, with many years of practical experience, who has built up a very large and constantly increasing business in his line. He is prepared to take contracts for large or small jobs, and has the reputation of doing the very best work and attending to all orders promptly. He is always pleased to furnish plans and estimates when called upon to do so.

Fred C. Warren, 76 Wenham street, has been identified with the building trade for several years as a carpenter, contractor, and builder. He is well known as one of the best carpenters and builders in the business, thoroughly competent and reliable in every respect. He does nothing but first-class work and attends to all orders promptly.

W. J. Jobling, 11 Payson avenue, does a general business as carpenter and builder, having all the facilities for doing first-class work promptly and in the most approved and skillful manner. He has done a great deal of building in and around Boston, and is always pleased to furnish plans and estimates for wood or brick buildings of all kinds.

Thomas J. Long & Co., 46 Warren avenue, are manufacturers of furnaces, stoves, ranges, grates, etc., and do a general line of repairing of all kinds. They are also tin plate, sheet iron and copper workers. They have the best of facilities for doing all kinds of work in their line, and are also prepared to do steam, gas and water piping, drainage plumbing, tin roofing, hot-air, steam and hot-water heating, etc. Among some of the buildings which have been fitted up by them are the Boston Young Woman's Christian Association, Odd Fellows Hall, Union Hall, Grand Army Hall, the Dental College, and many other public and private buildings. Their products are in demand all over the United States and South America, and they do a very extensive business in manufacturing their specialties, which have been growing in public favor very rapidly.

H. H. Mathews, manufacturer of and dealer in roofing slates and slate products of every color and description, with an office in the new and elegant John Hancock building, 178 Devonshire street, is doing a large and constantly increasing business. Slate is growing in favor as a roofing material, especially since it can now be obtained in several reliable colors. Mr. Mathews makes a specialty of the unfading green and bright red colors. His quarries in Vermont and New York State are fully equipped with the most approved machinery, and he has facilities for producing large quantities of high-grade roofing slates in the best colors which have ever been discovered in this country.

His slates have been used in nearly all the large cities of the United States, and they can be seen to good advantage on many of the finest buildings in Boston and the suburbs.

W. E. Danforth, 325 Washington street, room 12, also 11 Province court, does a general line of carpenter work, making a specialty of camera repairing. He also does glazing, office fitting, repairing, etc. He established the business which he is now engaged in about two years ago, and since that time has built up quite a large trade, especially in the line of camera repairing. Since the use of cameras has become such a popular fad, the business of repairing them has grown to be quite an important industry, and Mr. Danforth has the best of facilities for doing this class of work; besides, he has had a long experience, which enables him to do the work promptly and in the best manner. He has done a great many jobs of store and office fitting in this city and is looked upon as one of the best of workmen in this line.

W. H. Treworgy, wholesale lumber dealer, 30 Kilby street, is one of the largest dealers in both hard and soft lumber in the city, selling direct from the mills which he either controls or represents as selling agent. Owning and operating from the stump to the retail yard he controls his own grading and sorting and drying, which he does with an express view to the New England trade. He has constantly on hand at the mills a large variety of oak, ash, maple, cherry, walnut, hickory, whitewood and North Carolina pine, with facilities for shipping to all points at short notice and in any quantity. He has large mills for dressing and manufacturing lumber to suit any market, and it is all highly graded and properly manufactured in every particular. He makes a specialty of North Carolina pine and cypress in cargo lots, and is sole agent for The Peregoy Lumber Company of Wilmington, N. C. Mr. Treworgy has had a long experience in the lumber business, having been established in Boston since 1874, so that he is thoroughly acquainted with the needs and demands of the New England trade. He has done a very successful and constantly increasing business and has a very high reputation for honorable dealing.

Norcross Brothers are the proprietors, and Freelon Morris, manager, of the Charles River Stone Company, located on Brookline street, Cambridgeport, where they have a large steam and electric plant thoroughly equipped with the latest improvements for doing all kinds of stone work. The company deal in all kinds of marble, and also red and gray granite, and have the facilities for cutting and polishing it for any desired purpose. They also deal in buff, brown, and red sandstone, blue and buff Indiana limestone, New York State bluestone, etc. The Norcross Brothers own a number of quarries of various kinds from which they secure the stone for building purposes, and it is dressed at the shops. The company do a very large business all over the country, having the very best of shipping facilities, enabling them to fill orders very promptly. The steam stone works at Cambridgeport are among the largest in New England, and are thoroughly equipped with all the latest and most improved machinery for doing the work in a first-class manner. The product of these works is well known everywhere and has been very extensively used in the buildings erected by the Norcross Brothers and other large builders. The Boston office of the company is at 79 Huntington avenue, and they also have an order box at the Master Builders' Association, 166 Devonshire street.

Some of the most prominent buildings for which the Charles River Stone Company have furnished stone since May, 1891, are; Bates Hall, New Public Library, Boston Mass.; Arcade, New Public Library, Boston, Mass.; Special Library Staircase, New Public Library,

Boston, Mass.; Corcoran Art Gallery, Washington, D. C.; Trinity Church, Boston, Mass.; Mount Vernon Church, Boston, Mass.; State Street Church, Portland, Me.; St. John's Church, Northampton, Mass.; Bradley building, Tremont street, Boston, Mass.; Pray building, Washington street, Boston, Mass.; Farlow building, State street, Boston, Mass.; Walker Art building, Brunswick, Me.; Upham Memorial building, Waverly, Mass.; Women's Intermediate building, Waverly, Mass.; Administration building, Waverly, Mass.; Bowditch Wards, Waverly, Mass.; Belknap House, Waverly, Mass.; Ames building, Court street, Boston, Mass.; Ames building, Bedford street, Boston, Mass.; Youth's Companion building, Boston, Mass.; Algonquin Club, Boston, Mass.; Riding Club, Parker street, Boston, Mass.; Hon. John F. Andrew's residence, Boston, Mass.; Thomas E. Proctor's residence, Boston, Mass.; Elliot F. Shepard's residence, Scarboro, N. Y.; Minot residence, Boston, Mass.; Hall residence, Beacon street, Boston, Mass.; eight houses, Bay State road, Boston, Mass.; Sears residence, Beacon street, Boston, Mass.; Hogg residence, Commonwealth avenue, Boston, Mass.; Burden residence, Newport, R. I.; Clark monument, Forest Hills Cemetery, Boston, Mass.; Shaw monument, Boston Common, Boston, Mass.; John Hancock monument, Granary Burying Ground, Boston, Mass.; Mutual Insurance Company's building, Fitchburg, Mass.; State Mutual Life Insurance building, Worcester, Mass.; New York Life Insurance building, New York, N. Y.; Perkins Hall, Cambridge, Mass.; Conant Hall, Cambridge, Mass.; Hammock School building, Lexington, Mass.; Charlesgate Hotel, Beacon street, Boston, Mass.

The painting and decoration of churches, halls, and private residences, in a style to meet the demands of the present day, requires an artist of taste and experience. W. J. Dolan, who established himself in business in this city in 1889, has, by the refined and artistic work which he has done, gained a reputation second to none as a painter and decorator of interiors. He makes a specialty of church decoration, and is therefore able to produce the very best results, true in proportion and relation to the architecture, refined and harmonious in color, original in design, and effective in treatment. He has done the decorating on a very large number of the handsome church buildings in the city, all of which are recognized as examples of the highest artistic merit. He is always ready to furnish sketches and estimates, and guarantees satisfaction both in regard to price and quality of workmanship. His trade is principally confined to the New England States, although he has done considerable work outside of this. His office is at 224 Tremont street, Boston.

The Marble and Enamel Mosaic Company, which was organized under the laws of the State of New York, March 6, 1893, and located at 65 Beverly street, Boston, Mass., are manufacturers of Roman and Venetian marble mosaics for floors, walls, and ceilings. They make these beautiful pieces of mosaic in every variety of pattern and design, and it is rapidly coming into use everywhere for floors, walls, and ceilings in the modern built structures. Being incombustible it is a most desirable material for such work, especially in the great office and public buildings where this is one of the important considerations. This material has been used very freely in many of the later buildings in this city and has attracted a great deal of attention from its beautiful effect. Among some of the buildings in this city which have used the materials manufactured by this company are the Castle Square Theatre, in which the beautiful patterns are one of the most attractive features in the finish of this splendid theatre

building; Clark's Hotel, another of the notable structures of the city in the finish of which a large amount of money was expended; and many others. The facilities of this company are unsurpassed and their business has increased very rapidly since the quality and beauty of their product have been known and appreciated.

William Gordon, 66 Appleton street, in addition to being a painter and carpenter, is also engaged in the care of real estate. This is a business in which a man who is capable of doing the necessary repairs about the property is especially valuable, and no one is better equipped for this work than Mr. Gordon. He has been a resident of the city for more than twenty years and is thoroughly acquainted with the requirements of the different properties, and has had charge of some of the largest of them for a number of years. He has had considerable experience as a carpenter and builder, and is also a good painter. With all these trades he has built up a very good business, which is constantly increasing. He makes a specialty of the care and necessary repairs on buildings, and is known as an honest and conscientious workman. He has always given the very best of satisfaction wherever he has been employed, and has a reputation second to none for the skill and promptness with which he accomplishes the work upon which he is employed. Before Mr. Gordon came to Boston he was an extensive builder in Concord, N. H.

Among the later firms to engage in the electrical business in Boston is that of W. T. C. Macallen Company, established in 1891, and located at 416 Atlantic avenue. The firm consists of a company, with Louis McCarthy, treasurer, and Gardner W. Prouty, secretary, and the special line of manufacture is insulating joints and electric railway material, with a trade which extends all over the United States and Canada. They have also filled a number of orders from foreign countries. With the development of electricity, not only as a motive power for street railways but for the many devices used in large buildings and elsewhere, specialties in these lines have become a very important line of manufacture, and this company has many valuable devices and patents which they control that have proven so successful and important that they have been adopted very generally and are to be found in most of the modern buildings equipped with electrical apparatus. One of their specialties is solid sheet mica insulation, which is used in insulating all the devices of their manufacture. The business of the company is increasing very rapidly, and their goods are unsurpassed in quality of material and workmanship.

Among the plumbers who have built up a good trade in the last ten or fifteen years through careful attention to business and first-class workmanship, there are few that have been more successful than Fratus Brothers, who established themselves in business in 1886, with a shop and office at 18 North Centre street. They do a general plumbing business, including all kinds of sanitary work, jobbing and repairing. With long experience and all the facilities for doing the best work in their line they have built up a large trade, having done the plumbing in some of the best of the private residences in the city as well as in the large office and mercantile buildings. They are prepared to take contracts for the entire equipment of buildings with all necessary sanitary work and have a force of skilled workmen for such jobs. Their business is constantly increasing and they always keep up with the times in the latest improvements either in materials or methods of doing the work. They are

always pleased to give estimates, either on large or small contracts, and have an excellent reputation for square dealing and skillful workmanship.

Among the best known and longest established firms of contractors and builders in the city is that of J. H. Burt & Co., established in 1850. The office of the concern is at Mattapan. Mr. Sumner A. Burt, who was a member of the firm for several years, died in 1886, and the members are now J. H. and G. L. Burt. The business consists in the erection of the best class of buildings, of which they have built many in Roxbury, Dorchester, Milton, Quincy, Dedham, West Roxbury, Norwood and Walpole.

Very many of the elegant residences, churches and blocks in the above-named places are monuments to the skill and workmanship of this well-known firm of builders. They cater for the best class of buildings, and have a reputation second to none for honesty and integrity. During the time that this firm have been in business the city has had its greatest growth in the district which has been the seat of their labors, and they have contributed in no small measure to the number of beautiful buildings which are an ornament to this one of the most desirable residential portions of the city. Few firms have had a longer existence, and few have more creditably fulfilled the purpose for which they have been organized.

The well-known firm of E. W. Bailey & Co., manufacturers and dealers in doors, windows, blinds, etc., was established in 1846. The original firm was Bailey & Jenkins. It was later changed to Job F. Bailey, J. W. Bailey, then to Bailey & Hussey, and later to E. W. Bailey & Co., as at present. The office is located at 24 Kneeland street. This long-established firm deal in doors, windows and blinds, and have a most excellent trade, which includes all of New England. They have furnished materials in their line for a great many of the most prominent buildings in this city and have always given the best of satisfaction. They have facilities for handling large orders promptly and have the reputation of doing one of the largest businesses in this line of any concern in the city. Having been for so many years connected with the trade they are familiar with the needs and requirements and are always prepared to meet them. All their stock is of the very best quality and made in a thorough and workmanlike manner. Their business is constantly increasing and has grown from a very small beginning to its present proportions by a careful attention to customers and maintaining the standard of the goods dealt in. Among some of the buildings in the three years are the Knapp Terraces, Brookline; Young Men's Christian Association building, Malden; Avery School, Dedham; also school-houses at Hingham and Braintree; new buildings at City Hospital, Medford Police Station; new houses of Vinal's on Beacon, Mountford and Ivy streets; and Whitmann's new house at Brockton.

Mr. Isaac Weaver, the well-known mason and builder, whose office is located at 47 Hanover street, is one of the extensive builders who has been identified with the building trade of the city for many years and has a very high reputation for the thoroughness and skill with which he fulfills all his contracts. He has done a great deal of building in this vicinity and has always been very successful, giving the best of satisfaction wherever he has been employed. He thoroughly understands all parts of the trade and gives his personal supervision to the work of construction. He is always pleased to furnish plans and make estimates for buildings of all kinds. He is looked upon as one of the best builders in the city and has the confidence of the trade and the public.

Among the well-known firms of carpenters and builders that of W. O. Hagaboom & Co. holds a very prominent place, although one of the latest to enter the field. Both members of the firm are experienced men and well known to the trade; Mr. Livingston having formerly been engaged in the same business at Newport, Vt., while Mr. Hagaboom has been doing business here for some time. They make a specialty of store and office fitting and general jobbing, and have started out with very promising prospects for doing a large business in these lines. They have a shop and office at 49 Wareham street, which is fitted up with all the necessary tools and equipments for doing the best of work, and they give their personal attention to all contracts. They have already done some very fine jobs of store and office fitting and interior work, which shows the class of work they do. Among their customers are some of the largest builders and property owners in the city, and they are kept constantly busy, with an increasing demand for their services. They are always pleased to give estimates on any kind of carpenter work and their prices are as low as is consistent with first-class materials and good workmanship.

Edwin W. Gray, 79 North street, makes a specialty of building and fitting up cold-storage houses, refrigerators, and markets. He began the business in 1879, and since that time has built up a very large trade all over the New England and Middle States.

Among some of the buildings which he has erected are three cold-storage houses for the Cudahy Packing Company in New York, Brooklyn, and Providence; plants for the Swift Beef Company at Attleborough, Pawtucket, New Bedford and Fall River; besides buildings in this city for Francis Batchelder & Co., J. Donnelly & Co., and A. B. Parker & Son. He is now doing considerable hotel refrigerator work in the White Mountains and the near-by resorts, and his trade in that direction is increasing all the time.

All his iron work is done by experienced mechanics at his works on Merchants' Row, where he has complete facilities for turning out all classes of blacksmithing, etc. This enables him to compete with any on the market in putting up and making overhead tramways, rollers and switches, for wholesale meat markets and slaughter-houses. Having catered to the wants of the trade for so many years he has become thoroughly familiar with its needs and requirements, and has the facilities for doing the work promptly and satisfactorily.

In addition to this specialty as above mentioned he does a general line of store and market work, in fitting and furnishing the interiors with all the necessary equipments in the way of fixtures, etc., carrying at his salesroom a full line of spring balances, counter scales, knives, saws, cleavers, meat slicers, canister scoops, cabinets, money drawers, cash registers, etc.

Interior finish is one of the important things in the building of a house at the present time, and the manufacture of wood mantels, mouldings and building trimmings is now made a specialty by a large number of concerns in the city, among whom are the J. W. Bailey & Sons Company, located at 14 Charlestown street. The business was established in 1873 by E. W. Bailey & Co. January, 1875, the business was purchased by J. W. Bailey & Son (Edward S. Bailey). W. L. Bailey was admitted as a partner in 1886. Two years later Mr. J. W. Bailey died, and the same year (1888) the company was incorporated. The members of the corporation are: Edward S. Bailey, president; Willard L. Bailey, treasurer; and Joseph S. Parker, secretary. The specialty is wood mantels, mouldings and building trimmings of all

kinds, of which a large stock is always carried. They also do a large amount of order work. Their trade is mostly in New England, although they have filled a number of orders to go to foreign countries. Their long experience in the business and their splendid facilities for getting out first-class work enable them to meet the demands of the trade in a most satisfactory manner.

The firm of Darling Brothers, consisting of D. W. & J. T. Darling, although a Worcester concern, are well-known in this city where they have received some very large contracts. They began business in 1870, and within a few years were among the largest contractors and builders in New England, and received many contracts for public buildings in different parts of the country. Their work, which includes many large buildings in this city, is all of the very best class, and they have a very high reputation among the trade. No job is too large for them to figure on and they are prepared to do work in any part of the country. They make a specialty of public buildings, such as court houses, libraries, railway stations, post offices, school buildings, and the larger and more costly residences. In these lines they have probably done as much building as any other firm in the business, and the reputation which they have established for workmanship and honesty in their business transactions has put them in the way to get many contracts without competition. They are always pleased to submit plans and give estimates.

Although electricity is a comparatively recent element in the business world, so far as its present development is concerned, yet it has been in use to a certain extent for hundreds of years, and one of the oldest establishments in the city in the electrical business is that of Seth W. Fuller, having been established in 1809. At the present time he deals in electric motors, dynamos, bells, etc. He makes a specialty of incandescent electric lighting, and does a general electrical business. He sells and places in position for use, telephones and transmitters, etc. His place of business is at 27 Arch street. The following buildings have recently been fitted with electric appliances by this firm: New Public Library, Boston; Kossuth Hall, Boston; Hotel Belvoir, Boston; Hotel Westgate, Boston; Clark's Hotel, Boston; Searles Laboratory building, Bowdoin College; Havemeyer School, Greenwich, Ct.; Theological Library, Newton; and many others.

The firm of Craig & Conley, which was established in 1893, consists of David Craig and Henry Conley, both practical plumbers, and is located at 115 Purchase street. The business carried on is that of general plumbing and sanitary work of all kinds, and the firm take contracts for doing anything in this line. As both members of the firm have had many years of practical experience in this line they are well prepared to fullfil contracts promptly and in a thoroughly practical and scientific manner. They do work all over New England, having recently completed several large contracts in Maine, including the plumbing of the Searles Scientific building at Bowdoin College, the new Post Office at Lewiston, and in Massachusetts the new Merchants' National Bank and the telephone buildings at New Bedford and Brockton, the Haymarket Exchange, the A and B buildings at Wales wharf, and the Mechanic Arts High School building, all in this city; besides a very large number of private residences and other buildings of more or less note throughout New England. At the present time they have the contracts for the plumbing of the new Tremont Temple, and the new Empire Hotel in this city. The fact that they are able to secure and complete with satisfaction such large and



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INTERIOR VIEW OF DRUG STORE.

BY PERMISSION OF CHARLES P. WHITTLE, MANUFACTURER OF DRUGGISTS' ARTISTIC FIXTURES, BOSTON.

particular jobs as those mentioned above, is a sufficient guarantee of their ability and the quality of work done. Although they have not been in the business as long as some of the other concerns in the same line, they are having their share of the work and doing a steadily increasing business. They are making a reputation which will secure for them the best class of customers and are well thought of by the trade generally. Their shop is equipped with all the latest tools and appliances necessary for the skillful performance of work in their line, and they have a force of skilled workmen which insures satisfactory plumbing. They are always pleased to give estimates and make plans when called upon to do so and their terms are as low as are consistent with good work.

They make a specialty of the Durham System of House Drainage, which is well known throughout New England.

PARKER & PAGE, wholesale and retail hardwood lumber, dowels, etc., 30 and 32 Lancaster street, established their business in 1882 and have been a very successful concern, doing a large and increasing business each year, as the demand for their products has increased with the enlarged amount of building which is each year being done. They have the best of facilities for handling lumber, either in large or small quantities, and having been identified with the trade for over fifteen years they are well acquainted with the needs and requirements of the New England trade, and keep in stock a large line of hardwood lumber for building purposes. They also manufacture to a considerable extent, getting out the stock to suit their customers or to fill orders. They have an excellent reputation for promptness and square dealing which has been earned by a careful attention to business and an earnest effort to please their customers.

JOHN W. ANDERSON and FRANK O. JOHNSON, under the firm name of Anderson & Johnson, carry on a business as practical plumbers at 151 Richmond street. In addition to their plumbing business they do steam and gas fitting, making a specialty of hot-water heating. Both members of the firm are men of long and practical experience and have always done a very large business, taking many large contracts, which have been completed to the entire satisfaction of all concerned. They are experts in the line of hot-water heating, and a great many of the notable buildings in this city and vicinity have been equipped complete by them. Their facilities for doing this kind of work are the very best that experience and up-to-date methods can supply, and they employ none but the most competent and skillful workmen.

WILLIAM SANBY, who has been doing business since 1876 as a carpenter and builder, is well known to the trade and the public in general and has a very high reputation for honesty and square dealing. He has built a great number of houses, including thirty on St. John and other streets in Jamaica Plain, and a number of others in different parts of the city, and at Eastern Point, Gloucester, Mass. His trade extends over a territory within thirty miles of Boston and his business is constantly increasing. His shop and office are at 213 1–2 Commercial street.

AMONG the large contractors and builders who have erected some of the handsome mercantile and office buildings in the city is James Smith, whose office is at 166 Devonshire street. Mr. Smith, who was born in Edgartown, Martha's Vineyard, established the business in which he is now engaged in 1873, and since that time has succeeded in securing some of the largest contracts for buildings that have been given out. Among some of the more notable

buildings which he has erected are the handsome Montgomery block at the corner of Chauncy and Summer streets; the Sears building at the corner of Court and Washington streets, one of the handsomest and most centrally located office buildings in the city; the Stone building, at the corner of Franklin and Arch streets; Wales wharf on Federal street, and the Cumner & Jones building on Chauncy street and Rowe Place. Also, Baker's chocolate mill at Milton; first section of Boston Storage Warehouse on Massachusetts avenue; Doliber-Goodale building; and the extensive factories, in Canton, of Elijah Morse. All of these buildings are prominent among the modern structures that have grown up in the business section of the city, and the work of construction required the best of skill and workmanship, which is plainly evident from their appearance. Mr. Smith has gained a very enviable reputation as a builder, and as a square and conscientious business man. His business is not confined to this city, as he has put up many large and handsome buildings in the surrounding towns, all of which speak for the high class of work which he does.



HOTEL BELLEVUE.—ONE OF THE SUITES.

HOTEL BELLEVUE, 17 to 23 Beacon street, is one of the most favorably located hotels in the city, being on high ground, near the State House and all the large business houses, theatres, etc. It is run on the European plan, having a cuisine that is unsurpassed. The rooms are all large and airy, and are arranged to be used singly or en suite. The arrangements for the accommodation of transient guests are ample, and good rooms are always to be had. Special attention is given to the entertainment of clubs and private dinner parties, weddings and receptions, the several dining-rooms being conveniently arranged for this purpose.

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COST OF PLANT COMPLETE.

Capacity of Plant.	Total Cost of Installation.	Cost Per Lamp.	Maintenance per Lamp per year, including labor
500 LIGHTS.	$3,000	$6.00	$3.00
1000 LIGHTS.	5,000	5.00	2.00
3000 LIGHTS.	9,000	3.00	1.50
5000 LIGHTS.	10,000	2.00	1.00

TERMS OF CONTRACT.

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OUR PATENTS AND IMPROVEMENTS PROVE THIS.

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208-209 Carter Building, BOSTON, MASS.

Joseph W. Smith is the proprietor, and he has won a splendid reputation for his house by his efforts to make it first-class in every respect.

The O. T. Rogers Granite Company, whose large quarries are located at Quincy, are extensively engaged in the quarrying of granite for monumental and building purposes, making a specialty of large monumental work. The quarries belonging to this company were opened in 1823, and have furnished the granite for a very large number of buildings during the nearly seventy-five years that they have been worked for this purpose. A splendid sample of the beautiful granite from these quarries is seen in the highly polished plinths in the splendid International Trust Company building at the corner of Milk and Devonshire streets in this city, as shown in the illustration on another page. In the construction of the elegant and very large office buildings which are now being built all over the country, granite is one of the important materials used, both in the structural work and for the exterior trimmings and interior finish, and nowhere in the country is it found in more abundance and of a better quality than in the famous Quincy quarries, which are among the oldest to be worked for this purpose. The stone from these quarries is of a very fine quality and takes a very high polish, which makes it especially well adapted for building or monumental purposes.

This company is one of the largest concerns engaged in the business, and they have furnished the materials for some of the largest of the great office buildings in Boston and other cities throughout the country. The furnishing of granite for building purposes is, however, only a small part of the business which they carry on. Granite monumental work is made a specialty, and in this line they do a very extensive business, having built a large number of the soldiers' monuments that are scattered about over the country, as well as many of the more costly and elegant private monuments. They are equipped for furnishing the work complete, taking it from the quarries and working it out according to design, and polishing it in the best of style. They are always pleased to give estimates for work, either for buildings or monuments, and have always made it a point to do only first-class work.

Gilchrist & Taylor, located at the corner of High and Congress streets, are manufacturers and dealers in all kinds of steam, gas, and plumbing materials, and water-works supplies. They carry a large stock of all the standard makes of materials; which, with their large factory at South Framingham, enables them to fill all orders promptly. They do a very large business, having customers all over New England.

One of the necessaries in all modern buildings is a handy and convenient fire extinguisher. The Excelsior Fire Extinguisher, manufactured by the Excelsior Fire Extinguisher Company of New York City, is acknowledged to be one of the best hand extinguishers made. It is always ready for instant use, and unless opened and used retains its full strength for years without re-charging. The Boston office is at 17 Exchange place. This machine has been adopted by some of the most prominent buildings and private establishments in the city.

The jobbing house of Thomas J. Johnson, doors, windows, blinds, etc., is a long-established concern, having been located at 771 Washington street for the past quarter of a century. They carry a large stock on hand, and are in a position to fill orders promptly and well. The firm has the confidence of a large number of builders, not a few of whom have been dealing with the house from the time of its establishment.



UNIVERSITY CLUB, BEACON STREET.



INTERNATIONAL TRUST COMPANY BUILDING, MILK STREET.



THE UNION STATION, CAUSEWAY STREET.

BOSTON AND MAINE

RAILROAD.

The Great Railroad System of New England

REACHES ALL THE PRINCIPAL BUSINESS CENTRES OF EASTERN AND NORTHERN NEW ENGLAND.

THE GREAT TOURIST ROUTE

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Seashore, Lake and Mountain Regions.

LOWEST RATES ✻ ✻ ✻

BETWEEN

New England Points and The West, Northwest and Southwest.

Fast Daily Trains with through Sleeping Cars attached, between

BOSTON AND CHICAGO.

THE SHORTEST AND ONLY LINE RUNNING THROUGH SLEEPING CARS BETWEEN BOSTON AND MINNEAPOLIS AND ST. PAUL.

Only One Change of Cars to the Pacific Coast.

D. J. FLANDERS,

Gen'l Pass. and Ticket Agt.

The firm of Loudon Brothers, plumbers, consisting of Archibald, James W., and John I. Loudon, located at 34 and 36 Province street, was established in 1872. They have always done a very extensive business and are among the largest contracting plumbers in the city, having done the work in a number of the notable buildings in New England and Canada. The members of the firm are all practical workmen, and have had a large experience in the trade. They have a shop which is fitted up with all the modern appliances for doing all kinds of work in their line, and keep a force of skilled workmen constantly employed. They make a specialty of large contract work, in connection with the construction of new buildings, and have special facilities for doing scientific sanitary work in all its branches. They are members of the Master Plumbers' Association, and enjoy the confidence and patronage of a very extensive trade. Their business has grown very rapidly within the last few years, and they now have all the work they can do all the year through. They are always pleased to make plans and estimates when called upon to do so.

Gerry & Northrop, 51 Bristol and 166 Devonshire streets, are among the well-known contractors and builders of the city, having been in business since 1886. Among some of the buildings which they have erected, are a large warehouse on Commercial street for the Constitution Wharf Company, the New England building on Summer street extension, alterations and additions on the Master Builders' Association building on Devonshire street, the new fire department headquarters building on Bristol street, and a very large number of other notable buildings in different parts of the city.

Alfred F. Kinney established the business now conducted by him at 138½ Dover street, in 1888. He does a general carpenter and building business, making a specialty of the alteration and repair of buildings, having completed many contracts in this line in this city and vicinity, one of which was the remodeling several years ago of the dome of the Rialto building, putting in twelve circle top windows. He does work all over the State, and has the best of facilities for doing the work promptly and in a most satisfactory manner.

Among those who have contributed considerably to the building up of the city Mr. Isaac H. Dunn, who has been in business since 1870, has done his share, having built about one hundred houses in Boston and vicinity. He makes a specialty of dwelling-houses and factories, and has a very high reputation for square and honorable dealing, as well as the promptness with which he fulfills his contracts. His place of business is at 1149 Dorchester avenue.

Owen Bearse & Son, 401 Albany street and 17 Wareham street, have been doing business for nearly sixty years. They are dealers in mahogany and western hardwoods of all kinds, both air and kiln dried. Among the notable buildings for which they have supplied material are the new extension to the State House, the International Trust building, the Exchange and Fiske buildings, the Algonquin Club building, and many others in and around Boston. They have a very extensive trade, making a specialty of mahogany of all kinds.

W. F. Finneran, 15 Hyde Park avenue, Forest Hills, does a general plumbing and sanitary engineering business, making a specialty of the ventilation and drainage of buildings. He takes contracts for the complete equipping of buildings with ventilating apparatus, which he does in the best manner and very promptly.

CONLAN & MAYBECK, 65 Wareham street, do a very large business in architectural and ornamental wood carving and papier mache. This kind of work is coming into more general use than formerly and this firm are doing a very good business, having the best of facilities for turning out the very best of work. They also make plaster ornaments of all kinds for interior decoration, and have a very high reputation for skill and taste displayed in working out designs in any of the above materials.

JOHN J. MCNUTT, who has been established in the business of builder and manufacturer of wood mouldings, brackets, counters, sashes, doors, blinds, packing boxes, etc., since 1844, has one of the best and most completely equipped plants for this class of work in the city. He makes a specialty of novelty wood work of all kinds, paying especial attention to scenic and theatrical wood work, being the originator and builder of the famous Boston Ideal Bowling Alleys. His place of business is at the junction of Malden and Wareham streets, at the South End.

THE CRAWFORD HOUSE, one of the leading down-town hotels, was established in 1867 by Henry Stumcke and Henry Goodwin. After the death of the senior member a new firm was formed, which still exists as Goodwin & Rimbach. The policy of this firm has been continually progressive in every department, and no pains have been spared in making this a desirable home for both transient and permanent guests. The house is conducted on the European plan, and rooms may be had for $1 and upwards. The capacity of the several dining-rooms has lately been increased, and there are private dining-rooms for large or small parties. The gentlemen's cafe, corner of Court and Brattle streets, and the ladies' lunch at 17 Brattle street, are special features of this house. Fortunate in its location, and desirable in its appointments, popular as a resort for the traveling public and the hungry local patron, the management will endeavor as in the past to maintain its popularity by promptly serving the best which the market affords, at prices which will insure satisfaction.

M. J. WHALEN, 1578 Tremont street, is a well-known plumber and sanitary engineer, who has done a great deal of work all over the city. He is prepared to take contracts for plumbing and sanitary work of all kinds, which he executes promptly and in a thoroughly scientific manner. He gives his personal attention to drainage and repair work, and is a square and honest business man.

T. H. CONNOLLY, 43 Warren street, does a general business as a mason and builder, having been in the business for several years, during which time he has built up a very good trade. He is a thoroughly competent and reliable workman, and is well-known in Roxbury and vicinity. He does all kinds of jobbing and repair work, attending to all orders promptly. Mr. Connolly is also an expert railroad contractor, and has built some of the largest bridges on the Boston & Maine and the Baltimore & Ohio railroads. Mr. Connolly has built some of the largest sewers in this vicinity.

FRANK B. KELLEY, Gurney street, corner Tremont, Roxbury, does a general business as a house, sign, and decorative painter, grainer and glazier. Mr. Kelley has had many years of practical experience and is a thoroughly first-class workman. He has built up a very good business which is constantly increasing.

G. A. Barron, Highland street, Dorchester, is a contractor and builder who has done a great deal of building in and around the city, making a specialty of suburban residences. He does all kinds of jobbing and repairs, and furnishes plans and estimates for anything in his line upon application.

Morton Brothers, 1 Knoll street, Roslindale, were established two years ago and are plasterers, doing the work for a great many builders. They are practical workmen, employing only first-class help, and have done the plastering in a great many of the largest and best buildings in Roslindale and Jamaica Plain. They have built up a very good trade, which is constantly increasing. They attend to all orders promptly and in a satisfactory manner.

One of the large contractors and builders who has been identified with the building interests of the city since 1888, when he established the business which he has since carried on very successfully, is Mr. John J. Flynn, a member of the Mechanics' Exchange, with an office at the Exchange building, 17 Otis street. He has built a great many of the handsome buildings in this city and all over New England. He makes a specialty of taking contracts for buildings of all kinds, and has the best of facilities for doing the work complete. He has a splendid reputation among the trade and is a skillful builder, having had a great many years of practical experience, which have ably fitted him for the business. He is prepared to furnish plans and estimates for the erection of public or private buildings, and is engaged on several large contracts at the present time. Among some of the buildings we find he has erected are the Glen Road school-house, Brighton police station, Thornton street school-house, Third street school-house at South Boston, Long Island hospital and dormitory. At present he is building the Franklin Park refectory, and the City Hospital surgical and alien wards buildings; also the old West Church on Cambridge street, for the trustees of the public library.

James Bertram established the carpenter and building business now carried on by him at 330 Broadway, South Boston, in 1887. He does a general business in carpentry and jobbing, making a specialty of building and store fittings and repair work, in which he has built up quite an extensive trade, having done a great deal of this kind of work in and around the city, always in a most satisfactory and workmanlike manner. This is a line of work requiring special skill and experience, and Mr. Bertram is well qualified in these respects, being a practical and skillful workman.

Moore & Woods, roofing and roofing materials, 8 Province court, have been established in business since 1885, the members of the firm being R. Moore and R. M. Woods. The roofing trade has grown to be a very important one in these days, when very few modern buildings are covered with the old style of roofing, especially in the cities where the building laws are very particular as to the material used for this purpose. To do this kind of work requires special skill and experience, as well as tools and materials, so that it has become a special department in the builders' trade. There are few firms that have had a wider experience in this special line of work than Moore & Woods, and the large number of buildings which they have roofed in the city, especially the larger and better class, is sufficient evidence that they are thorough masters of the trade and have the confidence of the public requiring work in their line. They do a general roofing business and have a force of skilled and experienced workmen in their employ, so that they are at all times prepared to contract for work in their line

with the assurance that the contract will be fulfilled to the satisfaction of the customer and with credit to themselves. There are few firms in the business that enjoy a better patronage or have a better reputation than Moore & Woods. They have built up a trade which extends all over the state, and have performed several large contracts within the past year. They are always glad to give estimates and other information when called upon, and their prices are as low as is consistent with good work.

An important consideration in the equipment of a modern building is the heating apparatus. Economy in space, fuel, and attention, as well as the arrangements for circulation of hot and cold air, are important features in the selection of a furnace. The Felton Low Furnace, patented in 1885, contains all the best features of the old furnace and many improvements which the long experience and careful study of the inventor has proved of the most value, and this is now one of the best furnaces for house heating on the market. The improvements in this furnace consist of an interior arrangement which separates the hot-air chamber into two compartments connected with the flues through the outer chamber of the radiator, thus forcing circulation. By this arrangement all the cold air, instead of passing unheated to the hot-air pipes, is now forced to pass between the outer and inner radiator. This insures a constant circulation of pure air at all times and gives the most satisfactory results. The care of the furnace is very simple and can be done by any one. B. W. Felton, 2 and 4 Warren street, Boston, is the manufacturer, and he will cheerfully furnish all information and estimates on application.

Among the oldest firms in the insurance business, and one which has always enjoyed a most enviable reputation for its straightforwardness in business, is that of Franklin S. Phelps & Co., established in 1845, having its office at the present time at 15 Doane street, where it has all the conveniences for the transaction of the large amount of business which is done each year, and which has been steadily increasing from year to year. They were located at 55 State street, in the old Mechanics' Exchange building, for many years; and later, for fifteen years, occupied rooms at 53 State street in the same building. In 1888-9 the office was removed to its present location. All kinds of insurance business is transacted, and risks placed in the best companies in the country. The firm are agents for the London Assurance Corporation, of England, one of the strongest and most reliable companies doing business in this country. Their list of companies for which they write policies is quite large, and they have the confidence of both the public and the companies which they represent. They have paid out a large amount of money to policy holders during the fifty years they have been in business, and all their transactions have been most satisfactory to all concerned. The firm consists of Franklin S. Phelps and his son, James F. Phelps.

Henry H. Hunt has been engaged in the building business since 1880, when he established the business, which has since been conducted by him without any change in a most succesful manner. His headquarters are at West Newton, but his business is all over this part of the state, and he has done some very large jobs in the way of new buildings. He makes a specialty of contracting and building, and has the facilities for doing this class of work with promptness and satisfaction to those by whom he is employed. He is well and very favorably known to the trade, and has an excellent reputation for thoroughness and reliability. He has

been connected with the building of many of the modern buildings in this city and is a practical and skilled workman. He has built up a very large trade which is constantly increasing. His wonderful success is largely due to his careful and strict attention to business and his efforts to please his customers by doing only first-class work.

Among the carpenters making a specialty of house, store and office work, none have a better reputation for first-class workmanship than C. F. Letteney, 34 Province street. He does a general business in the line of carpenter and repair work, fitting up stores and offices, finishing the interior of houses, etc. He has had a long experience in this class of work and his trade has increased very rapidly, owing to the excellent reputation which he has established for promptness and satisfactory work. There is nothing in his line that he has not the facilities for doing in first-class shape, and he has done a great many excellent jobs, which are proof of his ability. He has won an enviable place among the members of the trade, all of whom hold him in high esteem.

Five years ago M. H. Gulesian established the business which he now carries on at 12 to 16 Waltham street, where he is engaged in cornice making and general coppersmithing. He has a large plant which is well equipped with everything necessary to the trade, and does a very large and constantly increasing business. The use of copper for building trimmings has been growing in favor for the past few years and the manufacture of the materials is quite an important trade, requiring experience and skill as well as a thorough knowledge of the business and the requirements of the trade. Mr. Gulesian has had many years of practical experience and is thoroughly acquainted with the business, so that he has been able to build up a very good trade in his special line, and his goods are in demand all over the state. Among some of the buildings which he has furnished with materials are: Kossuth Hall, Copley Square Hotel, and many other equally notable buildings. He manufactures quite extensively, and the cornice work which he turns out is in great demand. The largest part of his trade is order work and he has many of the largest builders as his customers.

The firm of A. C. & M. L. Felkin, sign painters and manufacturers of brass signs, 114 Water street, was established by W. C. Felkin in 1868. They are manufacturers of signs of every description, and are also sole agents for the patent white enameled letters and enameled iron signs which have come to be very popular within the past few years. When the business was first established the demand for brass signs was very limited, but at the present time they are in good demand and this company has worked up an excellent trade in this vicinity. Among their customers are such firms as the Massachusetts Title Insurance Company, the Broadway Bank, Fall River Line, Southern Pacific Rail Road Company, Doliber-Goodale Company, Henry F. Miller, Boston Marine Insurance Company, Fiske Homes Company, A. G. Van Nostrand, Boylston Brewery, Wilson Brothers, and a great many of the large corporations who use numerous signs of various kinds for advertising purposes. They have the facilities for turning out any number and variety of signs, and are doing a constantly increasing business. With an experience of many years in the business this company know what is wanted and keep up with the times in style and designs.

Stephen J. Lippincott, 39 Dundee street, does a general business as a painter and paper hanger, having a very large trade and doing none but first-class work. Mr. Lippincott is a

thoroughly practical and competent workman and has done the work on many of the best houses in the city. He is always pleased to make estimates, and attends to all orders in a prompt and satisfactory manner.

THE new Hotel Savoy, which is being built by Mr. John Stetson, will be one of the handsomest of modern hotel buildings in the country. The location was well chosen, and the construction of the building, which is to be very large and well arranged, will be done in the very best manner that modern science and skill can accomplish. The architectural design shows a building not only ornamental but substantial and well proportioned. The interior arrangement is equally well carried out, every room and suite being planned with a view to comfort, convenience, and health. The building throughout will be constructed of the very best fire-resisting material, making it as near fire-proof as is possible. The equipment and furnishings will be of the very best, and the decorations elaborate and elegant. Those who know Mr. Stetson are aware that he will be satisfied with nothing short of the very best, and in this particular instance he will no doubt endeavor to realize the highest ideal of utility and elegance. The building will be equipped throughout with all the latest and most improved appliances for the convenience and comfort of the guest, and electricity will play an important part in this equipment. The city already has some very elegant hotels, but since they have been built many new ideas have been brought out and great advancement in the art of building and furnishing has been made, all of which are to be taken advantage of in this new addition to the great hotels of the city.



HOTEL SAVOY.

MAGAHEY & BYRNE, 108 Main street, Cambridgeport, are masons, contractors and builders, making a specialty of setting boilers and furnaces, erecting steam chimneys, engine foundations, etc. They also do all kinds of jobbing, attending to all orders promptly and in a satisfactory manner. They have done a great deal of work in and around Boston and are well-known to the trade generally. Some of their buildings are the A. P. Morse five story building, Massachusetts avenue; the Allen & Endicott Mill on Albany street, four stories; Mr. J. J. McNamee's Building, Post Office, Harvard square, Cambridge; the Roberts Iron Works Building, Main Street, Cambridge, and the Fitzgerauld Building, on Massachusetts avenue.

F. X. JULIEN, 22 Vernon street, Roxbury, does a general business as a carpenter and builder. He has done a great deal of work in these lines in this city and vicinity and is well known to the trade generally. He does all kinds of building, house finishing, etc., and also does all kinds of jobbing and repair work. He has special facilities for doing this kind of work promptly and in a most satisfactory manner. He has had many years of practical

experience in the building trade and is a thoroughly competent and reliable business man. He is always pleased to furnish plans and estimates for the construction of new buildings or for the remodeling or repair of those already built, and attends to all orders promptly. His residence is at 177 Warren street.

L. W. and C. E. Eddy doing business as L. W. Eddy & Co., are engaged in the business of carpentering and building with offices at 709 Dudley street, Dorchester and 283 Quincy street, Roxbury. The business was established in 1890, and the firm have been doing a good business which has been constantly increasing. They do a general line of building and repair work, and have all they can attend to. They are both practical men and are thoroughly acquainted with the trade in their line.

Henry A. Slakin, 7 Water street, room 913 Carter building, does a general business as a contractor and builder, having been established in the business since 1890. He has done a great deal of work in this city, having erected quite a number of large and notable buildings He has had years of pratical experience and is a thoroughly competent and reliable business man. His business is rapidly increasing and he is employed by some of the largest real estate owners in their building operations. Some of the buildings erected by Mr. Slakin are: 12 to 18 Brighton street, 26 Barton street, 9 and 23 Willard street, 27 and 61 Lowell street, 5 Cotting street, 306 Hanover street, and 479 to 499 Hanover street; also, Caledonia block, Lewis street extension.

A. S. N. Estes, civil and hydraulic engineer, at 199 Washington street, in the Sears building, makes a specialty of developing water powers, making examinations surveys, plans, reports and estimates, designs and specifications for water works, sewers, mills, dams, etc. Mr. Estes has had a very large experience and is a practical engineer whose ability has been called into play in many of the large cities and towns throughout New England, where his knowledge of engineering has been very useful.

The Boston Galvanizing Works which were established in 1886, are located at 145 Fulton Street, and do a general business in galvanizing and sheet iron work. The business was formerly owned and conducted by William McFee, who sold out to the present company consisting of W. F. Cother and J. H. Vail, in 1895. The company do a very large and constantly increasing business, their goods being in demand all over New England and New York state. Among some of the buildings furnished with materials by this company are: the Chamber of Commerce, Castle Square Theatre, Dormitory at Harvard College, Vanderbilt Villa at Newport. They have also furnished materials used in the construction of buildings by John Farquhar's Sons, E. D. Hicks & Son, Norcross Brothers, G. W. & F. Smith Iron Co., and many others. The works are equipped with all the latest and most improved machinery and appliances for the rapid and satisfactory production of first-class work, and the company have a very high reputation for square and honorable dealing.

Among the well-known and most extensive plumbers and sanitary engineers in the city Mr. Isaac N. Tucker stands in the front ranks. He has been identified with the trade for a great many years and is one of the most thorough and practical men in the business. He makes a specialty of the highest grade of sanitary engineering, and in this line has completed a great



BUILDING 479-499 HANOVER STREET.
M. A. SLAKIN, BUILDER.



BUILDING 336 HANOVER STREET.
M. A. SLAKIN, BUILDER.



ALBANY BUILDING
M. A. SLAKIN, BUILDER.



BUILDING, LEWIS STREET
EXTENSION.
M. A. SLAKIN, BUILDER.



Y. M. C. A. BUILDING, BOYLSTON AND BERKELEY STREETS.



THE WINDERMERE, BOYLSTON STREET AND MASSACHUSETTS AVENUE.

L. GADDIS,

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FURNACES, RANGES and STOVES REPAIRED.

19 Harrison Avenue, - Boston, Mass.

T. DUFF,

CARPENTER,

MAGNOLIA PLACE,

EVERETT, MASS.

many large contracts in this city and vicinity, among them being Exchange Building, New Public Library, Ericson Hotel, Hotel Savoy, Master Builders' Exchange, Ames Buildings, Kingston street, Farlow Building, State street. He is a member of the Master Builders' Association and has an order box at the Association rooms, 166 Devonshire street. His shop and main office are at 479 Tremont street, where he carries a large line of general plumbing material and sanitary appliances. He is prepared to make plans and furnish estimates on large or small contracts, and has the facilities for completing all such contracts promptly and in a satisfactory manner.

The plumbing business conducted by William J. Fitzpatrick at 32 Pemberton square was established in 1889, and until two years ago he had a partner associated with him in the business. His specialty is first-class plumbing and he has done the work in many of the later large buildings of the city in a most satisfactory manner, showing him to be a thorough master of the trade. He is also the maker of a device or apparatus for testing the plumbing in old buildings. His trade extends all over New England, and the reputation he has established by skillful and thorough work brings to him the best class of business.

Willard Ames and William Joscelyn, under the firm name of Ames & Joscelyn, at 3 India square, do a general business as jobbing carpenters. They do everything in the line of carpenter work, and since they began business in 1889, have built up a very large trade in their line. They are both practical and experienced workmen and have a very high reputation for square and honorable dealing. They have done work for many of the best houses in the city, and given the best of satisfaction.

Among the large retail lumber dealers in the Dorchester district, having a very extensive trade among the builders, is Mr. Otis Eddy, whose yards are at 244 Freeport street. The business was established in 1869 and has been constantly increasing ever since. A large stock of all kinds of lumber used in building is always carried and can be furnished promptly and at short notice.

E. W. Clark & Co., the well-known masons and builders, whose office is at 7 Water street, in the elegant new Carter building, are among those who have contributed a great deal to the building up of the city, having erected a number of very handsome edifices. The firm is one of the best known and most reliable, and has an excellent reputation for a superior quality of work.

One of the best known and most successful places of amusement in America is that owned by Stone & Shaw and known as "Austin & Stone's Museum." It is located on Tremont Row, Scollay Square, and, is open both day and evening. There is a stage performance every hour by the best talent, and all the leading curiosities of the day are to be seen in the Lecture Hall, connected with the Theatre. The admission is only ten cents, and there is not another place of amusement in the city that attracts more people or gives better satisfaction than this. It was established in 1883, and has always been conducted in a thoroughly respectable and business-like manner.

With the march of improvements in building, has come the conservation of wasted energy, and the wasted energy of walking up several flights of stairs is a thing of the past. No modern business building or hotel is considered complete without an elevator, and in the

manufacture of these silent servants, which are now more of a necessity than a convenience, Mr. Elias Brewer, who has been engaged in the same business for twenty-one years, has kept ahead of the times.

Mr. Brewer manufactures Hydraulic, Steam, Belt, and Hand electric elevators, and has introduced his elevators into about one hundred hotels and private residences in Boston, and about fifty similar buildings in New York City.

Among the Boston buildings which contain elevators of his manufacture may be mentioned the following hotels: Sanford, Graffam, Regent, Glenwood, Windermere, Garfield, Rand, Exeter, Palmerston, and the Charlesgate, Columbia theatre building, 224 Tremont and 228 Tremont street, the Stratford and 845 Boylston street.

Their elevators are all made under patents of Mr. Brewer's inventions, and his safety devices which are also patented, are peculiarly valuable. Mr. Brewer is located at 52 Sudbury St., Boston, and his trade extends not only through this country but also into Canada.

J. E. Christen has succeeded to the business of Louis Christen, as agent for the Germania Fire Insurance Company of New York, and also transacts a general insurance brokerage business, with an office at 40 Montgomery street. Orders received by mail are promptly attended to, and business is placed in the best companies. J. E. Christen is thoroughly reliable and has the confidence and patronage of the best class of customers.

A great deal of polished brass work is now being used in the finish and decoration of buildings, and the business is one requiring both skill and experience. Mr. Harry Hunt whose place of business is at 69 Haverhill street, has one of the most complete plants for doing this class of work to be found in this part of the country. He is a brass finisher and manufacturer of specialties, such as hose couplings, hose pipes, lawn sprinklers, and corporation water work of all kinds. He makes a specialty of brass pattern and model work, having the best of facilities for doing everything in this line in a first-class manner. Having had many years of practical experience in these lines he is able to do the work in a scientific and highly satisfactory manner. He is always pleased to make estimates and furnish plans when desired.

L. Foster Morse, whose office, is at 56 Warren street, is an Auctioneer, Real Estate, and Insurance broker. He has been in the business for more than a quarter of a century — was one of the Commissioners for the City of Boston on the subject of Annexation of Charlestown, West Roxbury, and Brighton—sold at one Auction Sale land in the city of Boston, to the amount of over $1,000,000.

A. McLellan, 254 Albany street, Boston, does all kinds of teaming, having a large number of heavy teams for doing general trucking, and being employed by many of the largest concerns in the city. He also has wharfage and storage for lumber, conveniently located and well arranged for general accommodation.

Thomas J. Thorn, 107 West Cottage street, Roxbury, does all kinds of building and carpenter work. He has had many years of practical experience as a builder and is well known in this city, where he has erected a number of buildings. He does all kinds of jobbing and repair work, store and office fitting, house finishing, etc.

William J. Boyce, 2038 Washington street, practical plumber and gas fitter, has a large first-class city and suburban trade, and the business is constantly growing. Special attention is given to drainage and ventilation. He is a thoroughly competent and reliable workman, and attends to all orders promptly and in a satisfactory first-class manner. He pays special attention to jobbing and repair work.

T. J. Williams, 91 Compton street, is a well-known plumber and sanitary engineer, and a dealer in fine plumbing materials and the latest sanitary specialties. He carries a large stock of the above materials and has a very large business furnishing the trade with all kinds of materials. He is a practical workman and attends to all orders promptly.

One of the well-known carpenters and builders in the Dorchester district is Mr. John H. Kellar, who has his place of business on Topliff street. He has done a great deal of building all over the city, and has a splendid reputation as a square business man and a skillful workman. He has had many years of experience and is capable of doing the very best class of work. Among some of the houses erected in different places are Eliot B. Mayo's house in Jamaica Plain; H. B. McLean's house in Brookline; E. J. Foster's house in Pleasant street, Dorchester, and others.

John H. Killian is the successor to the business formerly conducted by P. J. Owens, at 95 Eustis street, as a general plumber. Mr. Killian is a thoroughly practical workman and has had a long experience in the business. He pays special attention to new work, as well as all kinds of jobbing and repair work, and orders left with him will receive prompt attention. His residence is at 926 Albany street, Roxbury. Some specimens of his skill are: House on Cook street, Dorchester district, Mrs. E. Caverly, owner, F. C. Creber, builder (all open work); houses on Cook place and Fremont place, Dorchester; houses on Glendale and Columbia streets, Dorchester, S. B. Pierce, owner, W. J. Jobling, builder; house on Babcock street, Brookline; Mrs. Carson, owner, F. C. Creber, builder; houses on Magazine street, Roxbury; also houses on Minden street and Nawn place, O. Nawn, owner, D. McDonald, builder. Estimates given on new work.

I. H. Bogart does a general business as a carpenter and builder, also all kinds of jobbing and repair work. Mr. Bogart is one of the well-known master builders of the city, and has an order box at the association rooms in the Master Builders' Association Building, 166 Devonshire street. All orders left there, or at the shop, 33 Doane street, will receive prompt attention.

A few of the many buildings superintended by Mr. Bogart while a member of the firm of B. D. Whitcomb & Co., and while connected with B. D. Whitcomb, are: N. D. Whitney's residence, Columbus avenue and Wellington street; Charles Merriam's, Commonwealth avenue; F. L. Ames', Commonwealth avenue and Dartmouth street; Museum of Fine Arts, Boston; Nathaniel Thayer's residence, Commonwealth avenue and Fairfield street; E. V. R. Thayer's residence, Commonwealth avenue and Gloucester street; Mrs. Nathaniel Thayer's residence; New England Life Insurance building, Post Office square; Hospital Life Insurance building, 80 State street; also buildings in New York City and State, and Hastings Hall for Harvard College. He is at present fitting up for statuary the William Hayes-Fogg Art Museum, of Harvard University.

A. H. Hoyt & Co., 139 Pearl street, are manufacturers of hydraulic, electric, belt, carriage, sidewalk, and hand-power elevators of all kinds. The company have special facilities for furnishing fire-proof doors, shutters, well-ways, and iron door frames. One of their specialties is apartment lifts and dumb waiters. Some of the specimens of their work may be found as follows: New Constitution Wharf building; Quequechan Club House, Fall River; New Town Hall, Leominster; Public Library, Northborough. They have also done work for the following contractors: W. S. Hill & Co., South street; Albert Geiger, Mass. avenue; A. D. Vinal, Beacon street; and Howard Coon, Beacon street.

The Ziegler Electric Company, manufacturers of and dealers in fine scientific and electrical instruments, at the corner of Franklin, Federal and Channing streets, was incorporated in 1894 with ample capital, succeeding to the business of Ziegler Brothers, manufacturers of and dealers in all kinds of electrical and mechanical instruments, and that of A. P. Gage & Son, educational instruments for the schools and colleges. The officers of the company are: A. A. Ziegler, president and general manager; A. Ziegler, treasurer; J. O. Ziegler, secretary and electrical engineer. This house makes a specialty of experimental work and the developing of new ideas in electrical science, having a thoroughly equipped shop for this class of work; and also manufacture standard electrical testing instruments for electrical companies, colleges, schools and laboratories, and are also prepared at all times to do electric lighting, telegraphic work, making and putting in fire alarm apparatus, annunciators, call magnetos, switch boards, indicators, burglar alarms, dynamos for power and hand use, bells, batteries, line and insulated magnet wire, and electric supplies of all kinds. They also have a department for the repairing of all kinds of electric instruments, which is done by experienced and skillful workmen. Their aim is to do only first-class work, securing the highest degree of excellence, and guarantee satisfaction in every detail. In the line of special apparatus called for in the text-books of Professor A. P. Gage, on physics, this company manufacture all the apparatus called therein, and are prepared to fill all orders promptly. They do a very large business in all parts of the



THE ZIEGLER ELECTRIC COMPANY.

United States and Canada, giving employment to a large number of skilled mechanics. The company has the finest show room in New England, and at all times carries a complete stock to equal a physical or chemical laboratory. The business is constantly increasing, and the company is building up a reputation second to none in this country for the variety and excellence of its production.

Robert Black, plasterer and stucco worker, 16 Albion street, Roxbury, has built up a very extensive and constantly increasing business in his trade. He is one of the most practical and skillful workmen and is thoroughly reliable in every respect. He has been engaged on some of the best work in the city, his work being chiefly in the Back Bay and Brookline, and has always given the very best of satisfaction.

D. G. Squire, 10 Waterlow street, Dorchester, does a general business as a carpenter and builder, having constructed a number of very fine buildings in different parts of the city and vicinity. He has all the facilities for doing all kinds of carpenter work promptly and in a most satisfactory manner, also jobbing of all kinds, such as store and office fittings, house finishing, and general repairing.

F. J. Herthel, Jr., does a general business as a real estate and insurance broker, and in the negotiation of loans and mortgages. He is a man well known in his line of business and has built up a large patronage. He has had the handling of a large amount of real estate and has been wonderfully successful in its management and sale. He has an office at 227 Washington street, and also one at 212 Ruggles street.

George Williams, 3 Province court, does a general business as a house, sign and fresco painter, grainer and glazier. He has built up a very large and constantly increasing business and has a very high reputation among the trade as a competent and skillful workman, thoroughly honest and reliable in all his dealings. He has done a great deal of work in and around Boston, and has always given the very best of satisfaction.

C. A. Bray, 155 Eliot street, does a general business as a sanitary plumber and gas fitter, and has a very extensive trade, having built up an excellent business in the past few years. He is a thoroughly practical and reliable workman and has done some very large jobs in and around Boston, which attest his skill and reliability. He is well and favorably known to the trade and has an excellent reputation as a square and honest business man.

Mr. Bray did all the work in the handsome residence of Councilman Sullivan at 199 Webster street, East Boston, at a cost of nearly $4,000. All of the material was selected and work laid out according to Mr. Bray's ideas and it is called one of the finest jobs in the city. He also did the work in the residence of Mr. Charles P. Brightman at Fall River, and the Harvard Dental College building on North Grove street.

Alexander McGilvray, 4 Draper court, Dorchester, is a builder of long and practical experience, who has done a great deal in the way of adding to the growth of the buildings of Boston and vicinity. He does a general business in this line and has the facilities for the prompt and satisfactory construction of buildings of all kinds. He is always pleased to give estimates on new work, and is thoroughly competent and reliable.

SMITH BROTHERS, members of the Mechanics' Exchange, having their headquarters at the rooms of the association, 17 Otis street, are engaged in the business of plain and ornamental plasterers, and are recognized as among the leading concerns in the business. They have done a great deal of excellent work on many of the modern buildings in the city and their business is constantly increasing.

J. H. HOLMES, 505 Shawmut avenue, does a general business as a carpenter and builder, having been in the business for several years and built up a very successful and constantly increasing trade. He is a thoroughly practical and reliable business man and has done a great deal of building in and around Boston. He has the facilities for furnishing the plans and specifications for buildings of all kinds, and doing the construction work promptly and in a very satisfactory manner. Mr. Holmes is one of the best known and highly respected men in the business, and has as his customers many of the largest real estate owners. He makes a specialty of dwelling houses and tenement blocks, and does general jobbing and repair work of all kinds.

Mr. CHARLES E. MOSS, 14 Broad street, manufactures blue process paper and cloths and is also engaged in the reproduction of drawings by the blue printing process and the process for giving a black line on a white ground. He has taken the prints for a very large number of the most prominent buildings all over the country, and has the best of facilities for doing all kinds of work in this line. He also carries a large line of detail drawing papers and tracing cloths. He is always pleased to give any information in relation to this class of work and furnish estimates upon application. He has had large experience and is widely known to the trade for the excellence of his workmanship. His business has greatly increased in the last few years and he keeps up with the times in everything pertaining to his trade.

THE R. WOODMAN MANUFACTURING & SUPPLY CO., 63 Oliver street, was established in 1872, and is engaged in the manufacture of fancy hardware, specialties, railroad, office and mill supplies. One of the specialties is the manufacture of railroad ticket punches, and the company have a very large variety of styles and designs in this line. Their goods are in use all over the country, and they have over six thousand in use on the West End Road of Boston; also on the Lynn & Boston, East Middlesex, and most of the other street railroads in this vicinity using ticket punches. They also manufacture pew numbers and plates of every description, in endless variety of shapes and in all kinds of metals: in gold, silver, nickel, or bronze plate, or aluminum. This house has the advantage over a great many other manufacturers, as they make and design their own special tools, dies, etc., etc., for the manufacture of these and other goods, which will in the majority of cases enable them to quote lower prices for first-class work. Mr. Woodman is one of the best-known inventors in this line of goods, and the company do a very large business. The company have fourteen patents on ticket punches, speed indicators, car seals and car sealing presses, perforating stamps, multiple rubber stamps, holders, etc. Special tools and machines are also made for the manufacture of patented articles, etc. New inventions are developed. The company made for a number of years all the lead seals and wire fastenings used by the United States Treasury Department in sealing bonded cars, etc. This called for more than a million a year. A very complete catalogue is issued, which will be sent to anyone on application.

G. S. Haliwell, 27 Fulton street, does all kinds of carpenter and building work, making a specialty of fitting up stores and offices, having all the facilities for making and setting up counters and fixtures of all kinds. He is always pleased to make estimates for new work or for the remodeling of old buildings. Mr. Haliwell has had a large experience and is a very skilled workman, doing nothing but first-class work.

Melvin D. Ayers, 687 Centre street, and 17 Otis street, does a general business as carpenter and builder, also all kinds of jobbing. He pays particular attention to packing furniture for shipping, and has constantly on hand a large assortment of doors, sash, blinds, door and window frames, hardware, and hard and soft lumber. He attends to all orders promptly and is doing a large and constantly increasing business. Among the buildings which he has erected are Paul Lincoln house, Park Place; Daniel Smatley house, Green street; New England Telephone & Telegraph Company, Albion street; New England Telephone & Telegraph Company, Farnsworth street; New England Telephone & Telegraph Co., Chardon street; Nathan Stone, three houses, Greenough place; Col. T. L. Livermore house, Alveston street; R. R. Rose house, Thomas street; Bailey L. Paige, two houses, Lester place; Riley's house, Jamaica street; Patton's house, Jamaica street.

Among the well-known and successful plumbers of the city none enjoy a better reputation for first-class workmanship than John Cooper, who has been identified with the trade since 1872 when he established himself in business at 19 Milk street. Later he removed to his present location at 144 Harrison avenue where he has since been. He has done the plumbing in some of the large modern buildings in a most satisfactory manner and is well known in the adjoining towns within a radius of forty miles of Boston. He does a very extensive business and stands very high in the trade as a man of skill and experience.

George W. and Warren Studley, doing business under the firm name of Studley Brothers, at 71 Park street, Dorchester, do carpenter work of all kinds, also building, having established a very good business in and around Dorchester, where they are well known as thoroughly competent and reliable business men. They pay special attention to jobbing and repair work, and are always pleased to make estimates.

One of the oldest and best known builders in the city and one who has done his share in building up the place, is Mr. I. F. Tarbox. Mr. Tarbox is a member of the Builders' and Contractors' Association, and his Boston office is at the rooms of the Exchange, 17 Otis street. His residence is at 68 Cedar street, Malden. He has been identified with the building interests of the city and vicinity for a great many years, and is everywhere looked upon as a man of ability and one of unquestioned reputation. He has built a great many houses and is thoroughly acquainted with the demands of the present time in the construction of buildings and the methods of doing the work. He is a contractor and builder and has done work in his line all over New England.

M. J. Mulkern, who has been established in the business of general plumbing for the past six years, has been very successful and is one of the best known men in the trade. He is a careful and skillful workman and has done some very fine plumbing in this city and vicinity. He makes a specialty of sanitary work and has the best of facilities for doing the work promptly and in the most satisfactory manner.

JOSHUA SEARS, one of Boston's best known and most skillful decorators and painters, has an office at 178 Tremont street. Mr. Sears has had a very large experience in interior decoration, and with his natural ability and taste as an artist, is especially well fitted to the work to which he has given his time and attention for so many years. It is not to be wondered at, that a man who has built up for himself such an enviable reputation in his special line, finds his services in demand, where there is a job requiring just the ability which he is known to possess. Interior decoration is to-day an important trade, as the modern ideas of interior finish call for a very high degree of artistic taste and ability. Mr. Sears has done the decorating and painting in many of the modern buildings of Boston, both public and private, and always to the entire satisfaction of those for whom the work was done. He makes a specialty of relief and papier mache work, which is at present much used in the better and more costly buildings.

A. C. CHISHOLM and WILLIAM SULLIVAN, doing business under the firm name of Chisholm & Sullivan, do a general business as carpenters and builders, including all kinds of jobbing and repair work. They have the best of facilities for doing everything in the woodworking line and are both experienced and practical workmen. They have done a great deal of work in Roxbury and vicinity. Mr. Chisholm resides at 15 Ingleside street, and Mr. Sullivan at 208 Heath street.

THE Chem-Electric Manufacturing Company, 17 Batterymarch street, are manufacturers of all kinds of electric batteries, including faradaic medical, bichromate, storage and chloride of silver batteries, electric advertising signs, electric non-winding clocks, push buttons, switches and current reverses, new electric annunciator for hotels, etc., etc. Their goods are all of the newest and most improved designs. They issue a catalogue which will be sent on application.

JAMES H. MURPHY, one of the well-known builders located at Jamaica Plain, has worked up a very large and constantly increasing business and enjoys a splendid reputation for the high class of workmanship which characterizes all his work. He has done a great deal of building in different parts of the city and is spoken of very highly by all who have ever employed him. He has all the facilities for doing first-class work, and is a reliable and painstaking business man.

ONE of the necessities of every modern building is a good door check. The Blount door check and spring is one of the best, and has had a very large sale all over the country. It is simple in construction, easily applied, and does the work perfectly. A. J. Wilkinson & Co., are the New England agents at 180 to 188 Washington street. They will send a book giving all the particulars, to any address, on application.

HENRY C. DUPONT, 40 Dundee street, in the Back Bay district, is one of the carpenters and builders who have done much toward the building up of the city, having erected a number of buildings in different sections. He is also a wholesale dealer in hard and soft lumber. Mr. Dupont is a man of long experience and is thoroughly reliable and square in all his dealings.

The buildings erected during the last year by Mr. Dupont are as follows: Fifteen buildings on St. Botolph street; three on Northampton; ten on Parker street, Back Bay; ten on Newbury street, and ten on Beacon street.

Boston is noted for the number and elegance of its theatres, and the reputation which it has gained in this repect is being well maintained. One of the latest additions to the number of magnificent theatre buildings is the grand Castle Square Theatre, acknowledged to be one of the most beautiful in the country. Its location, well up town, nearer the population which are the largest theatre goers, is well calculated to make it one of the most popular; although this was thought by many to be a mistake, time has proven that it was just what was wanted, and from the time it was first opened, it has been one of the best patronized houses in the city. It is easy of access from all parts of the city, cars from East Boston, Union Station, Charlestown, Somerville, Roxbury and Dorchester passing the door. In its general design and equipment, it is unsurpassed. Constructed of the very best of fire resisting materials and in every way made as near fire-proof as possible, with its own electric light plant and with the most perfect system of ventilation that has yet been devised, it combines all the elements of comfort, utility and beauty, to an extent never before reached in theatre building. While in its outward appearance it is grand and imposing, in its interior finish and decoration it is elegant and superbly magnificent. The grand foyer is dazzling in its design and decorations, statuary and paintings combining to form a most beautiful scene. The auditorium with its broad aisles and chairs, is scarcely less beautiful in its arrangements and decorations, everything which could in any way add to its comfort and attractiveness having been utilized. The immense stage, the largest in the city, is complete in every detail, thoroughly equipped with all the modern appliances and scenic effects for the production of the latest creations of the dramatist. It seems impossible to suggest anything which could in any way be an improvement to this grand and popular place of amusement, and under its efficient and progressive management it is receiving the patronage which it richly deserves.

Among the recent additions to the elegant hotels of the city, there is none which comes nearer to the perfect ideal, both as to location and furnishings than the Castle Square. In connection with the Castle Square theatre it is one of the handsomest, architecturally, of any of the hotel buildings, and that is saying considerable, for there are several very handsome hotel buildings in the city. But it is in its interior design and finish where is displayed the most lavish skill and artistic elaboration. The main entrance is elegant in design and presents many unique and attractive features which are original and pleasing in their effect. Passing on to the office and reception rooms, the same originality of design in the elaborate finishing and furnishing are noticeable, and one is impressed with the thoroughness and completeness of this magnificent hostelry, which has already become one of the most popular and best patronized. The two hundred and fifty rooms are every one outside, all with baths, and every bath outside, an advantage possessed by no other hotel in the city, all being completely furnished in the very best style, supplied with all the modern conveniences, and comforts. The cuisine is unsurpassed, and nothing is wanting to add in any way to its completeness. The proprietor is well-known and popular as a hotel man, and has won the patronage of the very best class of patrons by his efforts to make his house one of the best in the city. The house is located very conveniently, being but a short distance from the southern depots, with the electric cars running to all parts of the city passing its doors.

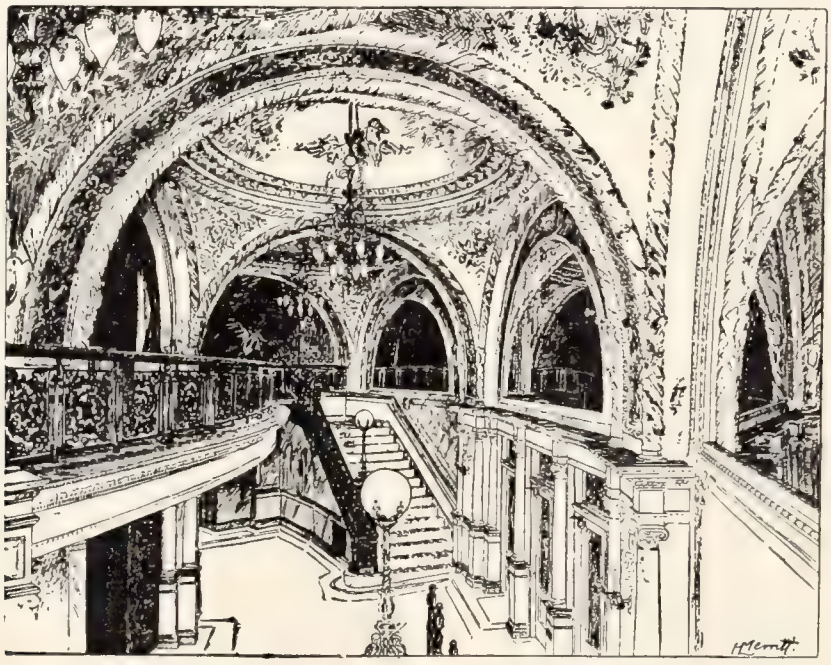
One of the best-known contractors and builders in the Dorchester district is Mr. Carl F. Monk, who has built up a business second to none, and which, owing to the general excellence

Castle Square Theatre,

421 Tremont St., cor. Ferdinand and Chandler.

Only Fire-proof Theatre in Boston and the

Most Magnificent in America.



GRAND FOYER, CASTLE SQUARE THEATRE.

PERFECT VENTILATION. COMFORT AND BEAUTY COMBINED.

"NOT TO HAVE SEEN IT IS NOT TO HAVE SEEN BOSTON."

EVENINGS AT 8. SATURDAY MATINEE AT 2.

East Boston, Union Station, Charlestown and Somerville Cars Pass the Door.
South Boston and Cambridge Cars Half a Block away.
Three minutes' walk from Providence Depot via Ferdinand Street.

of his work and his high character as a builder, is being constantly increased. Mr. Monk has done a great deal of building in and around Boston, making a specialty of dwelling houses, of which he has constructed a very large number. He has an established reputation as a builder and is a thoroughly competent and reliable business man. He is always pleased to make estimates on all kinds of buildings, and has the facilities for completing his contracts promptly and satisfactorily. He has an office at the corner of Norfolk street and Mountain avenue, and also at 1 Beacon street, in the Albion building.

Morse Brothers, established 1870, who succeeded to the business of G. P. Fisher, at 85 Merrimac street, do a general business in tin plate and sheet iron working, tin roofing, plumbing and gas fitting. They have all the facilities for doing everything in their line promptly and in a very scientific and satisfactory manner. They are always pleased to give estimates on anything in their line, and are thoroughly reliable in every respect.

A. L. McKenzie, 121 Eliot street, does a general business as a carpenter and general jobber, making a specialty of store and office fixtures. He has a well-equipped shop where he does sawing, turning and moulding, pattern and model making, etc. Mr. McKenzie has had a very large experience and is a very capable and reliable workman. All work entrusted to him is executed in a skillful and satisfactory manner and very promptly,

W. J. Hayward, Jones avenue, Dorchester, is a well-known contracting mason, who has built up a very large business which he is constantly increasing. He does all kinds of stone and brick work, concreting and grading, and is always pleased to make plans and give estimates for anything in this line. He is a thoroughly reliable and competent workman and executes all orders promptly and in a satisfactory manner.

E. W. Monaghan, 86 Auckland street, does a general business as a mason and plasterer, and has built up a very large business which is constantly increasing. He is a careful and skillful workman, who has had a large experience in the business and understands it thoroughly. He has done the plastering on a great many of the large buildings in the city and always gives the very best of satisfaction wherever he is employed.

Charles Cooper, 6 Main street, Charlestown, does a general plumbing and gas-fitting business, and is one of the best-known men in the trade in Charlestown. He also does all kinds of furnace and range repairing, and deals in grates, linings, etc. He is a thoroughly competent and reliable workman in every respect.

William J. Rounds, 75 Joy street, does a general business as a mason and whitener. The business has been established since 1840, and he is one of the best-known men in the business to-day. He does everything in the way of setting ranges, grates, furnaces and boilers, and his long experience enables him to do the work in the best and most satisfactory manner.

The Jerome Decorative Company, 44 Warren avenue, of which J. R. Jerome is the manager, do all kinds of frescoing, decorative and plain painting. The company makes a specialty of composition relief work in new designs, and employ a number of very skillful workmen. All work is done in a first-class manner, and the company have some very fine examples of their work in the many buildings in this city which they have decorated, theatres, hotels, and churches being a specialty.

ERASTUS E. PIPER, 101 West Brookline street, does a general business as a carpenter and builder, making a specialty of repairs and alterations. He has had years of experience in this city and does all his work in a first-class and thorough manner. Mr. Piper is very highly spoken of by every one and is well known all over the city.

WARREN D. VINAL, 54 Devonshire street, is engaged in the real estate business which he has carried on so successfully for a number of years. He has handled a great deal of property in and about this city, and has as his customers some of the largest property owners. He is a thoroughly reliable and trustworthy business man and is well known in real estate circles.

J. J. JOHNSTON, 65 Brainbridge street, Roxbury, is engaged in the building of houses for sale and to rent. He always has on hand a number of very desirable houses suited to all classes of customers. He has been identified with the building interests for a number of years and is well known as an honest and reliable business man.

MITCHELL & SUTHERLAND are among the well-known builders of the city, being members of the Master Builders' Association, with an office in the Association building at 166 Devonshire street, also at 299 Devonshire street. They are engaged in the erection of buildings of all kinds and have built some very handsome ones in different parts of the city and state.

AREY BROTHERS, 713 East Fourth street, South Boston, are dealers in stoves, ranges, furnaces, and kitchen furnishing goods of all kinds. They also do plumbing, tin roofing, stove and furnace work of all kinds, jobbing and repairing, etc. They do a very large business and carry a large stock of goods. Their business has been established for fifteen years and they have an excellent class of customers.

THE firm of Charles D. Densmore & Co., dealers in doors, windows and blinds, 183 Blackstone street, was established in 1874, and has built up a very good business with a trade which extends all over New England. The extensive building operations which have been all the while increasing, have made the demand for this class of goods very large and their firm have carried a large line of the various grades of stock, to accommodate the trade, which has shown its appreciation of their enterprise and ability by giving it their patronage. They have the best of facilities for filling large or small orders and their stock is complete and of the best quality.

J. E. WILBUR, 13 Ballou avenue, Dorchester, does a general business as a carpenter and builder, having been engaged in building operations in and around Boston for many years. He is a thoroughly competent and reliable workman, and attends to all orders promptly and in a satisfactory manner. He does all kinds of jobbing and repair work, and is always pleased to make plans and estimates.

J. J. SHAW, 17 Exchange Place, appraiser and builder, has quite an extensive patronage, and has built up a very good business in his line. He has had many years of practical experience and is a thoroughly competent and reliable business man. He is well known among the trade generally and has a very high reputation for square and honorable dealing.

CUTTING, BARDWELL & COMPANY, Worcester, Mass., are among the large building contractors who have been very successful in securing contracts for the erection of public and private buildings of all kinds, and are well known in this city, where they have done a great deal of

work, their Boston office being in the Master Builders' Association building at 166 Devonshire street. The company makes a specialty of the larger buildings, such as churches, school houses, libraries, etc.

The Magneso-Calcite Fire-Proof Company, are manufacturers of Magneso-Calcite for use in buildings. It is used as a lining between floors and upon walls, ceilings, elevators, doors, etc. This material is a non-conductor of heat and is both sound and vermin-proof. It has been very extensively used in buildings all over New England and has always given the very best of satisfaction. Being a non-conductor of heat it is especially valuable as a fire-proof material, and is very highly recommended for this purpose. The company is also the sole New England agent for Martin process fire-proof paints, kalzites and liquids. The office of the company is at 166 Devonshire street, in the Master Builders' Association Building.

The following are a few of the buildings recently filled with Magneso-Calcite: Ames building, Essex and Lincoln streets, C. Everett Clark & Co., builders; Proctor building, Federal street, Ira G. Hersey, builder; Wakefield building, Canal street, Ira G. Hersey, builder; Herald building, Washington street, Ira G. Hersey, builder; Little building, Essex street, J. Y. Mainland, builder; City Hospital (six buildings), Gerry & Northrup, builders; Putnam building, Congress street, Gerry & Northrup, builders; Boulevard stables, St. Mary's street, Boston, Mass.; Welch House, Bay State road, Boston, Mass.; Brown, Durrell Building, Essex and Kingston streets; Moulton street school-house, East Boston, Gifford & Lawrence, builders; Morton street school-house, Boston, Mass., John McNamara, builder; Roughan Building, Harrison avenue, Donovan & Brock, builders; Warehouse, Portland street, David H. Jacobs; W. D. Vinal's apartments, Mountford street; W. D. Vinal's apartments, Beacon street; W. D. Vinal's apartments, Ivy street; D. W. Thomas's apartments, West Newbury street; Morris Gutlon's apartments, Tremont street; Morris Gutlon's apartments, Oswego street; Morris Gutlon's apartments, Humboldt avenue; Morris Gutlon's apartments, Washington street; Morris Gutlon's apartments, Bartlett street; Morris Gutlon's apartments, Norfolk street; A. Bilafsky's apartments, Brighton street; A. Bilafsky's apartments, Leverett street; A. Bilafsky's apartments, Compton street; A. Bilafsky's apartments, Church street; A. Bilafsky's apartments, Westland avenue; Boston & Maine station, Causeway street; Boston Rubber Co., Chelsea, Mass.; St. Ann's convent, Marlboro, Mass.; Merchant's National Bank, New Bedford, Mass.; New City Hall, Portland, Oregon; Chemical Laboratory, Bowdoin College, Brunswick, Me.; State Asylum, Medfield, Mass. (eleven buildings).

One of the oldest firms in the city dealing in wall papers is that of William Matthews, Jr., located at 147 A Milk street. The business has been carried on in its present location and under the same name for nearly forty years, and its goods are sent all over the United States and Canada. The firm recently sent a cargo of wall paper to Africa. The firm does a wholesale and retail business which is constantly increasing. The stock is very large and includes all varieties of wall papers in all styles, grades and colorings.

Robert F. Brown, one of the well-known Back Bay plumbers, does an excellent business, paying especial attention to house drainage and ventilation, and in this line he has had a long and practical experience, which enables him to do all work in this line in the most approved and scientific manner. His office and shop are at 18 Cambria street, opposite police station 16.

He did the plumbing in the private residence for Parker Holmes, Winthrop Road, Brookline; private residences of the Rosenbaum Bros., Fenway, Back Bay; Merrill estate at Manchester-by-the-Sea; two cottages for Mr. Schoffield at Manchester-by-the-Sea; cottage for C. S. Franks at Manchester-by-the-Sea; two apartment blocks of sixteen suites each, on Front street, Cambridge; Hotel Colonial, Commonwealth avenue, Back Bay, and several others.

The firm of McKay Brothers, carpenters and builders, located on Geneva avenue (Grove Hall), Roxbury, is one of the well-known concerns doing a large business in their line. They are prepared to do all kinds of carpentry work, such as store fitting, house finishing, and repair work, and have the best of facilities for doing such work neatly and promptly. They have a splendid reputation among the trade and are thoroughly honorable and reliable in all their business dealings.

The business now carried on under the name of Enoch Robinson, at 39 to 41 Cornhill, was established in 1839, and is probably the oldest concern in the business, which is that of the manufacture and sale of locks and cabinet hardware, polished brass furniture trimmings, etc. The products of this concern are in demand all over the country, the business having been so long established and the reputation which it enjoys among the trade giving it a name, which is known all over the world, wherever the goods it handles are used. Among some of the buildings supplied with locks, etc., are the Parker House, City Hall, State House, Young's Hotel, Adams House, and a great many others.

C. E. Clark, proprietor of the South End Mechanical Wood Works, 75 West Dedham street, also does a general business as a carpenter and builder, having the best of facilities for getting out all kinds of wood work in connection with his trade. He has done a great deal of building and is a very skillful workman. Remodeling is made a specialty, while particular attention is paid to fitting up banks, banking houses, offices, stores, etc. Counters, drawers, and drawer cases are made, also double windows, weather strips and wire screens.

W. H. Morse, 28 Avery street, manufacturer of refrigerators and store fittings of all kinds, is a contractor for doing work in these lines, for hotels, restaurants or private dwellings. He has been established in the business since 1879, and his business has been constantly increasing. He was the maker of the first roll top butter refrigerator, which has since become very generally used and is a great improvement over the ordinary one. His trade is very extensive and includes the territory from Bar Harbor, Me., to Savannah, Ga., and St. Louis, Mo. Among some of the large hotels, markets, etc., which he has equipped, are the Adams House, Boston Tavern, American House, Crawford House, Clark's Hotel, the Thorndike, Victoria, Kensington, Castle Square Hotel, Union Market, Faneuil Hall Market, and many others over the territory mentioned.

C. H. Hampton, 4 Westford street, Allston, does a general business as a carpenter and builder, having a very large trade in Allston and vicinity, where he is well known as one of the most skillful workmen. He is a thoroughly reliable business man and has the confidence of every one in the community. He attends to all orders promptly and guarantees satisfaction in all cases. He is always pleased to furnish estimates on any kind of work in his line.

The Turners Falls Brick Company, whose yards are located at Montague City, Mass. was established in 1889, and does a very large business in the manufacture and sale of building brick of all kinds. This company has furnished the brick for a large number of buildings in this city and vicinity. Among some of the more prominent of these are the Ginn building at Cambridge, the Convent at Marlborough, the pumping station at Marlborough, and a great many others on the line of the Fitchburg railroad. The company makes a specialty of brick, for use in the construction of sewers and water works. Their trade is principally in the New England states, and they do a very large and constantly increasing business. The yards are very favorably located with an abundance of raw material near at hand, and the shipping facilities are also of the best.

John C. Paige, 20 Kilby street, is one of the oldest and best known insurance men in the city. He represents several of the largest and strongest companies in the world and does an immense business. Mr. Paige is prominent in business and social circles and is a very popular man. On another page will be found an illustration of the building in which this business is located, and where Mr. Paige has the best and most elegant offices of any insurance agency in the city.

Smith & Tower, 112 Northampton street, Boston, do a general roofing business, slate, tin, copper and composition. They also do all kinds of repairing and jobbing. They have built up a very good business and are well known to the building trade generally. The firm consists of George H. Smith and W. A. Tower. All orders are promptly attended to in a skillful and satisfactory manner.

M. Harold, having a shop 26 Church street, Boston, is a practical plumber and gas fitter, having had many years of experience in the business. He makes a specialty of sanitary drainage and ventilation, using the latest and most approved methods of construction. He does first-class work in a prompt and satisfactory manner.

T. L. Barlow, Ashmont, is a well-known architect and builder, who has been established twenty-five years. He has designed and constructed a great many of the handsome suburban buildings in and around Boston. He makes a specialty of suburban residences, making the plans and contracting for the work of construction. Mr. Barlow has designed and erected the greater part of the residences on Lyndhurst street, Sydney and Tuttle streets, all in Dorchester; many of them are fine residences and reflect great credit on the builder.

George H. Lincoln & Co. are among the well-known iron founders who do a very large business, especially in the manufacture of building materials. Iron is growing to be very extensively used in the erection of modern buildings, especially the large office and store buildings, and this branch of the iron founding business is an important one. This company do all kinds of foundry work, and manufacture treads, risers, and building iron works of all kinds, having a very large and well equipped foundry on Alger street, South Boston. They are always pleased to make estimates on new work, and have the facilities for doing it in a first-class manner.

D. N. Palmer, 483 Tremont street, near Dover, does all kinds of plumbing, gas fitting, and sanitary engineering work, making a specialty of drainage and ventilation. He has the facilities and the practical experience for doing the work in a satisfactory and skillful manner, and is doing a very good business, having a trade all over the city and suburbs.

The growth of the suburbs of Boston has been very rapid within the past few years, and this growth is largely due to the extension and development of the West End Street Railway, which has made these surburban districts easily accessible, and for this reason more desirable as locations for the many beautiful residences, which have so rapidly grown up all around. It is, therefore, of interest in connection with the building up of the city, that we note something of the history and growth of the street railway system.

The history of the West End Railway Company is one of surprising growth and developments. The original West End Street Railway Company was organized in 1887, with a capital of $80,000. In less than a year the company had perfected a consolidation of all the street railway systems in the city and a complete reorganization was begun. This was just at the time when the development of electricity as a motive power began to attract the attention of the public, and the West End Company, looking to the improvement of its transportation facilities, began an investigation of the new means of propulsion, with the result that it very soon began to equip its entire system for electricity. Thus this company became the pioneer in the electric street railroading field, and it stands to-day, without a rival as the largest and most complete system of electric street railways in the world.

The tracks of this company measure something over 275 miles in length, covering not only the city proper but reaching out into the suburban districts. To give an idea of the amount of business done by this great system, it may be stated that over 137,000,000 passengers are carried yearly, and at a single point on Tremont street, where many of the lines centre, 4,735 cars pass daily.

The development of the West End system has been very rapid since the introduction of electricity as the motive power, and although the equipment cost millions of dollars, it has proven a good investment and no where in the world is there a better or more efficient system. A very important part of the equipment are the power houses, and the great central power station, in many respects surpassing anything of the kind in the world, is worthy of a detailed description. It is located on Albany street, extending through to Harrison avenue, and covers a very large ground area. The old buildings of the Hinckley Locomotive Works, being utilized for offices, a shop for repairs, etc., and adjoining this are the buildings containing the engines, boilers, dynamos, and other equipments. The great boiler house is of brick and masonry of the most solid construction, with walls two feet thick. It is two hundred by eighty-five feet, with the roof of a single span iron truss and contains about one hundred and seventy-five tons of iron. It is calculated to stand a very large strain either from a load of snow or a wind pressure. Within this great structure are set the batteries of boilers capable of generating twenty thousand horse power. These boilers are of the latest and most improved styles, and are a wonderful combination. But to the general public, the most interesting part of the equipment of this great plant, which is capable of generating power, greater than many of the largest water powers in the country, are the engines and electric generators. These are truly wonderful pieces of mechanism. The main engines are of the Reynolds-Corliss type, built by the Edward P. Allis Company, of Milwaukee, Wis. The details of their construction are not of special interest to the general reader, but a few of their proportions, will give some idea of their enormous size and power. The fly-wheels are twenty-eight feet in diameter, and ten feet and seven inches across, upon which run the two great belts, and weigh eighty tons.

These wheels carry two of the largest belts ever seen in this part of the country, each one being fifty-four inches wide and one hundred and fifty feet long. The foundations for these immense engines are very solid and built with the greatest care. In addition to the large engines above, there are ten smaller engines of four hundred horse power each.

In the dynamo room are the generators which are of the general electric multipolar type. There are eighteen six hundred horse power each, forty one hundred horse power each, furnishing a generating capacity of over fourteen thousand horse power. An additional four thousand horse power is to be added shortly. These facts will give a general idea of the plant which is undoubtedly one of the largest electric generating stations in the country.

This, however, is only one of the numerous stations which are required to supply the electric current for the operation of the three thousand or more cars of the system. The first power station which was equipped for this purpose is the one located at Allston. This one, while not so large or important as those since equipped, was the one from which the current was supplied for some time, while the trial of electricity as a motive power was being made. This plant is quite small when compared with the one mentioned above, its capacity being only about twelve hundred horse power.

There is also a station at East Cambridge, which supplies the lines running into Cambridge, Charlestown and Somerville. In its general construction and equipment, this station is similar to the great central station, although it is at present only partially developed, only being supplied with machinery to furnish about forty-five hundred horse power. It is planned, however, for enlargement when required.

At East Boston is located another power house, from which the power is furnished for the running of cars in the East Boston division, and is entirely independent of any other part of the system. The engines at this station are three in number, of the tandem compound type, and furnishing three hundred horse power each. The generators are of the General Electric M. P. type, direct connected, and of two hundred K. W. each.

There is also being constructed and equipped another power station in Charlestown, with a capacity of about three thousand horse power, which can be increased from six hundred to eight thousand horse power.

The company has thirty-six electric car houses, located in different parts of the territory covered by its lines, and these are all of modern construction, thoroughly equipped with all the conveniences for handling the cars. In connection with the car house is a repair shop, thoroughly equipped for keeping the cars always in proper repair. The present officers of the company are: Samuel Little, President; Prentiss Cummings, Vice President; C. S. Sergeant, general manager; J. H. Goodspeed, treasurer; H. L. Wilson, auditor.

James Tucker & Sons, 14 Brattle square, do a general plumbing business, and are one of the best-known firms in the city having a very large trade and doing the very best of work. They carry a large stock of plumbing materials at their store in Brattle square, and contract for doing all kinds of plumbing and sanitary work. Specimens of this firm's work can be found in the following buildings and residences.

The following is a list of buildings and residences in which they have performed the plumbing, viz.: John Hancock building, Hemenway building, new boiler house, City Hospital, Parental School for Boys, Working Girl's Home, dormitories at Austin & Pierce Farms,

Brookline High School building, Young's Hotel, Quincy House, Wm. T. Hart, Commonwealth avenue; Dr. F. I. Knight, Beacon street; Geo. R. Harris, Brookline; Austin Corbin, Newport, N. H.; A. G. Briggs, Beacon street; Jas. M. Little, Commonwealth avenue.

THE NEW ENGLAND ADAMANT COMPANY are manufacturers of Adamant Wall Plaster. This material is used for plastering purposes, and is far superior to lime and hair mortar, being practically indestructible and fire-proof. It is supplied ready for use by the company. It has been used extensively throughout the New England States, in all classes of buildings, and has given the greatest satisfaction. Adamant was used exclusively in the Ames Building at the corner of Court and Washington streets, in Keith's New Theatre, the Tremont Theatre, and the Brown-Durrell building, in Boston; in the Anson Phelps Stokes residence (the largest in New England) at Lenox, the High School at Worcester, Cushing Academy at Ashburnham, and thousands of other buildings.

The works of the company are located on First street, South Boston, and their office is at 166 Devonshire street.

O. E. FURBER, 68 Humboldt avenue, Roxbury, is a well-known builder and architect, who has planned and constructed a great many buildings in Roxbury and vicinity, having been in the business a number of years, and becoming well known everywhere. He does quite a business in building brick apartments, and has a large number for sale most of the time. He recently built nine buff brick apartment houses on Huntington and Parker Hill avenues.

A. HATHAWAY'S SONS, as successors to the business established by Mr. A. Hathaway in 1841, do a general business as carpenters and builders. This is one of the oldest concerns in the business and is well-known everywhere. This firm have built a great many houses and business blocks in and around this city. The office is located at 77 River street.

W. L. CLARK & Co. are among the well-known masons and builders who are members of the Master Builders' Association, having a box at the association rooms, 166 Devonshire street. Their office is at 17 Milk street. They have done a great deal of work in this city and vicinity and are well-known to the trade generally. They have a very high reputation for skill and workmanship, and their business is constantly increasing.

CRUICKSHANK & TEED are well-known among the carpenters and builders in the Dorchester district, and have built up a large business and done a great deal of building in different parts of the city and suburbs. They have a number of customers among the large property owners, for whom they do all the work in their line, always giving the very best of satisfaction. Their place of business is at I Carlos street, Dorchester.

JAMES J. GALVIN is well known as a mason and builder, who has had many years of practical experience in the business, and is very highly esteemed by every one with whom he has ever done business. He has done a great deal of building in different sections of the city and his business is constantly increasing. He has facilities for doing everything in the line of masonry work neatly and promptly. His office is at 16 Saint Germain street. During the year 1894, from July till June of 1895, he erected forty-three private houses on the Boulevard in Brookline, which were built of brick and freestone. These houses represented in volume some three quarters of a million of dollars.

McVarish & Hennigan, 88 Maine street, Charlestown, are the successors to the gas fitting and plumbing business formerly conducted by William H. Poole & Co. In addition to doing all kinds of plumbing and sanitary work, the firm are also dealers in gas stoves, gas fixtures, and lamp goods, carrying a large stock of the very best manufacture in these lines.

G. Merz, 306 Centre street, Jamaica Plain, does a general business as a carpenter and builder, doing all kinds of carpenter work either in the line of new buildings or jobbing and repairs. He has a great deal of experience and is a thoroughly competent and reliable workman. Mr. Merz is very highly spoken of by every one for whom he has worked, and is well-known to the trade generally.

Burnham & Davis, masons and builders, make a specialty of brick and stone buildings, of which they have erected a great many in and around Boston. Among the buildings which they have constructed the new grammar school building (see illustration on page 291), at Newton Highlands, is a splendid example of the class of work they do. It is a very handsome structure, and is very thoroughly built. Also the women's dormitory at Tufts College and the Refectory building at Franklin Park (partially completed). The firm are members of the Builders' and Contractors' Association, and have an order box at the rooms of this association, 17 Otis street. Orders left here receive prompt attention. Mr. Burnham resides at 25 Park street, Newton (telephone call 86-4, Newton), and Mr. Davis at 7 Arthur street, Somerville.

Albert E. Touchet, rear 70 Beacon street, does a general plumbing business, having been in the trade for several years, is a thoroughly practical and competent workman. He pays especial attention to drainage and ventilation, giving his personal attention to all orders. He is always pleased to make estimates for new work.

Charles Cooper, 5 Main street, Charlestown, does a general plumbing and gas fitting business, and is one of the best known men in the trade in Charlestown. He also does all kinds of furnace and range repairing, and deals in grates, linings, etc. He is a thoroughly competent and reliable workman in every respect.

Brighams Hotel, 642 Washington street, is one of the most popular hotels in the city for traveling and commercial men, and is very liberally patronized. It is centrally located and is fitted up with all the modern arrangements for the convenience and accommodation of its guests. The rooms are all large and well furnished, and the proprietors, Messrs. Bush and Willey, are well-known hotel men who have made the house very popular. It is run on the European plan and its cuisine is unsurpassed. Everything is done to make the house attractive and its patrons are among the best class of people. It is a favorite meeting place for business and professional men, its nearness to the large business houses, theatres, etc., making it especially desirable to the traveling public.

Among the well-known firms engaged in the plumbing business is that of J. S. Delany & Sons, whose place of business is at 6 1-2 Staniford street. This firm have been in business for a great many years and have always done the very best class of work. In the line of plumbing and gas fitting, they have no superiors and their business is constantly increasing. They also do a general jobbing business, receiving work from the city and vicinity, which they do promptly and satisfactorily.

THE Powers system of automatic temperature regulation has become well and favorably known, through its very successful application to a very large number of public and private buildings, throughout this city and vicinity. The business was established in 1888, and has grown very rapidly, until now the Company is represented in nearly all the large cities throughout the country, besides having a large export trade. The Boston office of the company is at 45 Oliver street. The company are prepared to submit plans and estimates on automatic regulation for direct, direct-indirect, blower system, and furnace heating, in schools, churches, offices, residences, etc.

WILLIAM GATELY, 820 Parker street, Boston Highlands, does a general business as a house and sign painter, grainer and glazier. He has been in the business a number of years and thoroughly understands the work. He has built up a very large business and is highly recommended as a first-class workman. He has done a great deal of work in and around Boston and is well-known to the trade generally.

BENJAMIN F. LAMB and GEORGE A. HEYWOOD, under the firm name of B. F. Lamb & Co., are dealers in all kinds of lumber for building purposes. The business was established in 1882, and the office is located at 130 State street. This company is prepared to furnish lumber for building purposes and any quantity at short notice. They do a very large business all over New England.

WILLIAM E. SCRIBNER, whose place of business is on Lexington street, Auburndale, is one of the masons and builders who has done a great deal of building in this city, taking many large contracts, which he has always executed with promptness and satisfaction to those by whom he has been employed. He has had a great deal of practical experience and is a thoroughly reliable and competent workman. He has done work for the United States Government at the Watertown Arsenal, also Saint Patrick's Church, Natick; City Stables at Newton; pumping station for the town of Wellesley, and many other large jobs.

THE JEWETT LUMBER COMPANY, with an office, wharf and factory on Glendon street, East Boston, are manufacturers of and dealers in lumber of all kinds for building purposes, builders' wood work, hard wood and pine doors, windows, frames, gutters, mouldings, etc. They have always in stock a large amount of lumber and can fill orders very promptly for large or small amounts.

THE SAINT NICHOLAS HOTEL, on Province street, opposite the City Hall, is one of the well-known hotels in the down-town district. It is run on the European plan, with about fifty rooms, having a number of private dining-rooms for parties. It is well furnished, and provided with all the modern arrangements for the accommodation and convenience of its guests. Mr. John F. Kilduff is the proprietor. The café management is most excellent.

AMONG the practical plumbers of the city, who enjoy a very large patronage and a splendid reputation for square dealings and skillful workmanship, none is better known than M. O. Kearney, 4 Blossom street. He does a general business as a practical plumber, gas fitter and sanitary engineer, and is thoroughly acquainted with every department of the trade. He has done a great deal of work in and about the city, and always to the entire satisfaction of his patrons.

ARTHUR D. JONES, 76 Kingston street, who succeeded to the business of Cyrus W. Cole, as a mason, contractor, and builder, has done a most successful business, which is steadily increasing. Mr. Jones is well known to the trade as a skillful workman, and is very highly esteemed. He has done a number of very creditable jobs, which have served to add to his reputation, which is first-class. He makes a specialty of boiler and engine work, having special facilities and experience in the setting of steam boilers, and constructing the foundations for engines. He does a general jobbing business and all orders are attended to with great promptness. His work is always satisfactory, as he is a careful and painstaking workman.

THERE are very few stair builders in the city that have had more practical experience or been longer in the business than Edward Lynch, whose place of business is at 196 Freeport street. He established the business, in which he has since been actively engaged, in 1867, his first location being on Eustis street, in Roxbury, from which place he removed to Dorchester, in 1882, where he has since been located. His specialties are stair, dado and piazza work, columns, etc., and he does a very large business, having the best facilities for getting out the work, his long experience giving him many advantages among the trade. He has built the stairs for a great many of the modern buildings in the city, and has a trade which extends all over the United States. He manufactures all kinds of goods in his line, making a specialty of the higher grades of goods, especially, for the best houses and more elaborate buildings of all kinds. His business has grown very rapidly within the past few years, making frequent additions to his plant and equipment necessary. He has always kept up with the times, in the design and finish of the goods manufactured, and in this way, has won the patronage of the best class of customers. He built the stairs in Caverly Hall at Cambridge; John Stetson's house on Commonwealth avenue; two buildings of the McLean hospital at Waverly; the new City Hospital in Boston; besides many others.

JOSEPH B. ROSENBERGER, the well-known house and decorative painter, at 34 Lagrange street, has been established since 1886, when he began the business, and is now classed as one of the principal painters in the city. Mr. Rosenberger is a practical painter and has had many years of experience in the trade, besides being an expert decorator, having done a great deal of this work in public buildings, halls, churches and private dwellings in Boston and vicinity. The painter's trade is quite different now from what it was a few years ago, the work required being of a higher grade, and a great deal of it requiring a high degree of artistic taste as well as experience. There are few who have a higher reputation or a better class of trade than Mr. Rosenberger. Many of the buildings which he has painted and decorated are among the very best of the modern structures, and the work done shows that he is a master of the art. He is pleased to give estimates and any other information, when applied to.

JOSEPH W. HILL established the business of building and jobbing in 1869, and since that time has been extensively engaged in building, paying particular attention to the erection of private residences, in and around Boston. During this time he has built a very large number of handsome residences, all of the better class, and of the very best materials and workmanship. His experience as a builder places him in the front rank among the trade, and he has the facilities for doing the work promptly and in a satisfactory manner. There are not many builders that have had a longer experience, or have done a more successful business than Mr.

Hill. He has a reputation among the trade as one of the most conscientious and thoroughly honest business men. Many of the handsome buildings in Charlestown and Somerville are the work of Mr. Hill, and they speak very highly for his ability and skill as a carpenter and builder. In addition to building, he does a general jobbing business. He is located at 36 South Eden street, Charlestown.

One of the special features in connection with the construction of stables and factories is the necessity for water-tight flooring, which is imposed by modern building practice. This is a distinctive department of the trade, and requires special facilities and experience. One of the most reliable and oldest established firms in this line, is that of William L. Dolbeare, located at 522 Atlantic avenue, their office occupying almost the exact spot where the famous "tea party" was held. Mr. Dolbeare makes a specialty of stable and factory floors, made of water-tight material, of wood, and there is now in actual use more than 3,500,000 square feet of this flooring which he has put in. This flooring has proven highly satisfactory wherever it has been used, and the business is steadily increasing. The trade is not confined to this city, however, as he has put in a great many floors all over New England. These floors are carefully laid and are warranted tight. They have been found preferable to concrete, or any of the other materials used for this purpose. Mr. Dolbeare is always pleased to furnish any desired information, and to make estimates for work anywhere in New England, and may be addressed as above. The flooring has been in use in the following stables; Charles S. Brown Company, Massachusetts avenue, second and third floors; Kenney and Clark's, Massachusetts avenue, second and third floors; University stable, Brattle street, Cambridge; Howard Brothers' stable, Clinton, Massachusetts; Broadway Extension stable, Curve street, Boston; Bigelow Carpet Mill, Clinton, Massachusetts; Armstrong Baggage Transfer stable, second and third floors, Albany street; J. D. Fallon's stable, undertaker, Jamaica Plain; Doherty and Grove's stable, second and third floors, North Margin street; Lake and Monehan's stable, Quincy square, Cambridge; Joseph Whiter's stable, Hamilton court, Charlestown; Boston Riding Club, second, third and fourth floors, Parker street, Back Bay; Lewis Flanders' teaming stable, Granite street, South Boston; Chase's Express stable, Brookline; American Express Company's stable, at Albany, New York; City of Newton stable, Watertown street, Newtonville; City of Newton stable, Auburndale; J. H. Fitzsimons' stable, Holyoke; Lemual Sears and Company stable, Holyoke; Smith Brewery stable, East Boston; B. F. Keith's stable, Brookline; I. H. Allard's stable, 767 Dudley street, Dorchester; B. E. Cleveland's stable, Northampton.

The Maverick House, in East Boston, has been one of the favorite hotels of the city for more than forty years; built to accommodate the ocean traveler more especially. It is a large brick structure, six stories in height, and contains two hundred rooms. Located on high ground, near the water, where it gets the benefit of the ocean breeze, in summer it is one of the coolest houses in the city. The upper story commands a view of ten miles of the country and ocean. The rooms are all exceptionally large and this is an ideal summer hotel. It is thoroughly furnished and equipped in the best of style, every convenience being furnished for the comfort and pleasure of its patrons. The dining-room is large and very pleasant, and the cuisine is unsurpassed. The proprietor is a hotel man of long experience, and spares no pains to keep the house up to its standard reputation of excellence.

James O' Neill, 991 Tremont street, Boston, does all kinds of plumbing and gas fitting, making a specialty of drainage and ventilation. He also deals in all kinds of gas fixtures, and is always pleased to make estimates for new work. He also does all kinds of jobbing and repair work in a first-class and satisfactory manner.

M. D. Crosby, 101 Pynchon street, is a plumber and sanitary engineer, doing all kinds of plumbing, gas fitting, etc., also all kinds of jobbing. He has done a great deal of work all through Jamaica Plain, and is well known as a skillful and reliable workman. He has been established in business since 1889 and has built up a very good trade.

The Falconer Manufacturing Company, with an office at 17 Wendell street, and a well-equipped factory at 1 Hartford street, Boston, are manufacturers of incandescent lamps and lamp sockets of all kinds, for general use. They do a very large business and have a trade all over the country. Their goods are made of the very best material and workmanship.

J. P. Campbell, 26 Boylston street, Jamaica Plain, architect and builder, does all kinds of carpenter and building work, also general jobbing and repair work. He has been in business six years, and is a thoroughly practical workman. He is always pleased to make plans and estimates for new buildings, or for alterations and repairs.

M. J. Keane, 514 Tremont street, is a practical plumber of several years experience, on the best class of work in his line. He makes a specialty of ventilation and drainage work, and has special facilities for doing this class of work, in the most approved and highly scientific manner. He has completed a great many large contracts for plumbing, ventilation and drainage, and has always given the very best of satisfaction. He did the plumbing in twelve dwellings for Chadwick & Stillings, on Bay State road, which cost fifty thousand dollars each; nine dwellings on Massachusetts avenue; eight dwellings on Marlboro street; eight dwellings on Huntington avenue and Saint Botolph street, and four dwellings on Newbury street — all for the same firm. He did the plumbing in the remodeling of the Hotel Huntington and Hotel Thorndike; and did additional plumbing in the Copley Square Hotel. He also did the plumbing of eight dwellings for J. A. Bagly, Highland Station; and many others.

George F. Bourne, 148 Mt. Vernon street, does a general business as a carpenter and builder, having been in the business a great many years and being well known to the trade generally. He is prepared to do all kinds of building and general jobbing, attending to all orders promptly and in a satisfactory manner.

The Monson, Maine, Slate Company, with a Boston office at 113 Devonshire street, are quarriers and manufacturers of Monson, Maine, and Merrill Brownville, Maine, unfading black roofing slates, and everything in the way of materials and utensils made of slate. The company have the best slate quarries in the country, and together with their large plant for manufacturing the slate are doing a very extensive business. This company has furnished a great deal of material to be used in the large office and public buildings in Boston, and the result has been very satisfactory. Among some of their products are: Natural slate wash tubs, sinks, urinals, tiles, hearths, chimney tops, slabs, counter tops, garden borders and walks, headstones, grave linings and covers, grave vaults, vestibule floors, greenhouse shelves, base boards, wainscoting, refrigerator shelves, register frames, billiard table beds, school black-boards, electric switch boards, disks, spindles, etc.

B. F. Godfrey and H. Thomas, doing business under the firm name of Godfrey & Thomas, located at 769 Center street, Jamaica Plain, do a general plumbing and gas fitting business, being practical workmen and giving all orders their personal attention. They have been in the business for several years and have a very large and growing trade.

Samuel G. Baldrey, Olney street, Dorchester, is a practical roofer, having had many years of experience, and being very well-known to the trade. He is also agent for the New England Felt Roofing Works "Bee Hive Brand" felt and composition roofing, which he sells and puts on. He gives prompt attention to orders by mail.

Williams & Daly, 180 Dudley street, Roxbury, are practical roofers, and give close personal attention to the supervision of all work. The concern is prepared to figure very closely on contracts for tin, gravel and slate roofing, and to execute even the largest orders at comparatively short notice, but they by no means confine themselves to contracting; on the contrary, they make a specialty of repairing, and even the small jobs in that line are assured prompt and careful attention. A specimen of their work may be found at the Charlesgate Hotel, Sacred Heart Church, Roslindale; Boston Lead Manufacturing Co., and Dennison Manufacturing Co. Messrs. Williams and Daly have unsurpassed facilities, and no house is better prepared to quote lower prices on roofing that combines protection, neatness and durability. The individual members of the firm are George P. Daly and D. H. Mitchell. Their telephone is 271 Roxbury.

Charles Logue, 353 Commercial street, does a general jobbing business as a carpenter and builder, making a specialty of office and store fitting. He also does all kinds of jobbing, and attends to all orders promptly. Among the buildings erected and remodeled by him are: McGreenery Brothers' building, 214 Hanover street; Nos. 10, 11, 12 and 28 Hull street; No. 400 Hanover street; 10 and 12 Prince street; 8 and 9 Garden court street; 135 Salem street; 155 and 157 Havre street, East Boston; 7 Allston street, Charlestown; 89 Walnut avenue, Roxbury; Carpenter work on the Columbian bank, East Boston; 374 and 124 North street; 44 and 46 North Bennett street, two dwelling houses at Orient Heights, East Boston. Mr. Logue is a member of the Builders' and Contractors' Association and has a box at the rooms of the association at 17 Otis street.



CHARLES LOGUE.

Coleman & Murphy, 3 Shawmut street, and also on Atlantic street, Atlantic, do all kinds of plumbing, steam and gas fitting, hot water heating, and general jobbing. They have had years of practical experience and are thoroughly competent and reliable workmen. They are always pleased to make plans and estimates for new work.

The Boston and Maine Railroad Company own and control the largest railway system in this part of the country, and over its own and leased lines reaches every important point in northern and eastern New England. The Boston and Maine Company was formed in 1842 by the consolidation of the Boston and Portland, chartered in Massachusetts in 1833; the Boston and Maine, chartered in New Hampshire in 1835; and the Main, New Hampshire and Massachusetts, chartered in Maine in 1836. The history of the company has been one of continual

progress and success, and it has added to its holdings from time to time, until it has absorbed all its former competitors, forming one general system, with direct connections to the south and west, making this the most complete, well equipped and ably managed railway system in New England. There is not an important point in Maine, New Hampshire and Vermont that is not reached direct by some one of the divisions of this great system, which at the present time includes the Boston and Maine, Eastern, Worcester, Nashua and Rochester railroads, Boston and Lowell, Central Massachusetts, Passumpsic River, Connecticut River, and the Concord and Montreal railroads. Among some of the more important points reached by this system and its connections are: Portland, Augusta, Bangor, Bar Harbor, and all the summer resorts on the Maine coast, Calais, St. Stephens, St. Andrews, St. John, and other New Brunswick cities, over the Eastern and Western divisions; Lowell, Nashua, Manchester, and the White Mountains, Concord, Montreal, Quebec, and other Canadian points, over the Western and Southern divisions; and Springfield, Amherst, Northampton, Holyoke, and points in western Massachusetts, over the Southern division.

The Boston and Maine system gives the most direct connections with Montreal, Quebec, Saint Paul, Chicago, Minneapolis, and the Pacific coast, and is the only line out of Boston giving daily direct train service to Saint Paul and Minneapolis, by a splendid vestibuled parlor and only through sleeping car train, leaving Boston every morning and running through without change of cars. Its connections to Chicago and other western cities are complete, and its train service is unsurpassed. The system is well equipped, all through trains being provided with sleeping and parlor cars, and all the rolling stock is of the latest and best pattern, kept in thorough repair, and every possible care taken to provide for the comfort and safety of the travelling public. The management is constantly issuing new and interesting reading matter, covering the part of the country through which its lines run, giving the points of interest to tourists, and a vast amount of general information, which can be had on application to any of the agents of the road, or will be sent direct from the main office upon request.

A sketch of the Boston and Maine system would not be complete without mentioning some of the many elegant new stations, which it has built within the past few years at different points along its lines. First of these to attract attention is of course the grand Union Station in Boston, the largest railway station in the country and one of the largest in the world.

Some idea of the immense proportions of this great structure may be had from the fact that it covers nearly nine acres of ground space, being five hundred and sixty-seven feet by six hundred and fifty-five feet. The architecture of this magnificent structure is original and unique, presenting many attractive features, prominent among which is the magnificent central tower and archway, the latter being the largest archway in this country, having a width of thirty-five feet and a height of forty-five feet from pavement to apex. Everything is on the same grand scale.

There are ample waiting rooms, finished in marble and polished hard wood, well arranged and thoroughly equipped toilet rooms, restaurants, news stands, etc., etc.

The great train shed with its twenty-three tracks is one of the marvels of the great enterprise. This measures five hundred and eighty-nine by five hundred and sixty-seven feet, covered with a specially designed roof, which is supported by immense steel columns. During a single hour in the afternoon, there arrive and depart from this station sixty-six trains.

THE ROEBLING

Standard Wire Lathing,

THE ONLY WIRE LATHING WITH STIFFENING BAR WOVEN IN.

Special Lathing carried in stock for use in Furring Outside Brick Walls, Cornices, Partitions, etc.

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STRONGEST, LIGHTEST, LOWEST IN COST.

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MANUFACTURED BY

NEW JERSEY WIRE CLOTH CO.,

TRENTON, N. J.

Boston Office, 69 Pearl Street.

THE well-known firm of Darlow Brothers, 940 Massachusetts avenue, Cambridge, are engaged in business as plumbers, steam fitters, and sanitary engineers. They have a very large business and are well known in Boston and vicinity, where they have done a great deal of very fine work. They are always pleased to answer inquiries and make estimates on anything in their line. A few of the many houses in which they have done the work are: the residence of Rev. J. L. Chamberlain, Magnolia, Manchester-by-the Sea; Jackson's Villas, Chestnut Hill avenue, Brighton, owned by Nat. Jackson, Esq.

MATHEW MORTON, 20 Millit street, Dorchester, does a general business as carpenter and builder, contracting for the erection of new buildings, or the repairing and finishing of old buildings. He has had many years of experience in and around the city, and is a thoroughly competent and reliable workman. He is always pleased to make estimates on work to be done, and is very prompt in carrying out his contracts.

AMONG the buildings which Mr. R. B. Plummer, Jr., the builder and contractor at 89 Church street, has erected, are: the Agassiz Museum at Cambridge; the Children's Hospital at Wellesley; Church of the Messiah; the Gibson school building at Dorchester; Agassiz School Jamaica Plain; the business blocks at the corner of Harrison avenue and Exeter place, corner of Essex and Columbia streets, besides assisting in the building of many of the elegant private residences on Beacon street and Commonwealth avenue, also Oliver Ames' house, North Easton; Charles F. Adams' residence, Lincoln; A. S. Bigelow's house, Cohasset. He does a general business in contracting and building, and takes contracts anywhere in Boston or vicinity.

NELSON BROTHERS, 36 Beach street, are manufacturers of artistic wrought iron work of all kinds. Fancy wrought iron work for building purposes, chandeliers, brackets, lanterns, andirons, fences, etc. They also manufacture the Gem Bicycles, making machines to order, also doing repairs on bicycles. They have all the necessary facilities for doing first-class work promptly and in a most satisfactory manner.

T. J. MORGAN, Neponset avenue, Mount Hope, does a general business as a plumber and gas fitter. He is a thoroughly competent and reliable workman. Mr. Morgan has had a very large experience, and has done a great deal of work in Boston and vicinity. He is well-known to the trade generally and is very highly spoken of as a skillful workman.

J. C. CAMERON is well known to the building trade as one of the best and most competent plasterers in the city, and has built up a very large and constantly increasing business. He is a thoroughly competent and reliable workman, who has had years of experience and has done a great deal of work in and around Boston. His place of business is on Calder street, Dorchester.

A. A. ELSTON & Co. are contractors for the tearing down and removal of buildings, and are also dealers in all kinds of building materials. Their office is at 166 Devonshire street, and their yards and store houses, at the corner of Sixth street and Broadway, Cambridge. This is quite an important business, and the firm have done a great amount of work in their line within the past two years. Some of the more notable buildings which they have razed are the old Tremont House, old Marlboro Hotel, old Adams House, old Boylston market, old

Stock Exchange, Arlington Mills at Lawrence; buildings on the site of the new Court House, new State House, Public Library, Ames building, Fisk building, Bell Telephone building, and many others. They always have on hand a large amount of building materials secured in tearing down old structures which they sell at very reasonable prices. They have the best of facilities for doing this kind of work and do it at the shortest notice.

In 1880 J. W. Gilpatrick established the business which he has since carried on at 125 Merrimac street, making a specialty of store and office fittings, house repairing and building. His business has grown very rapidly and he has done a large amount of work in Boston and surrounding towns. In the line of building he has erected several large tenement houses, in Somerville and Chelsea, all of which are of the better class of tenement houses, requiring the best of workmanship and materials. He makes a specialty, however, of store and office fittings, and in this line, has probably the largest business of any one in the city.

The firm of Jerome Redding & Co., electrical engineers and contractors, was established in 1868, by Jerome and Harvey Redding, who have remained together in the business ever since. This firm manufacture and deal in all kinds of electrical goods, making a specialty of electric watchman's clocks, electro mechanical gongs, annunciators, batteries, etc., also electric lighting apparatus. Their goods are in use all over the United States. They have installed electric lighting, bell, and other electrical apparatus in a very large number of the churches, schools, public buildings, and dwelling houses, in this city and vicinity. Among the buildings which they have equipped are: The Industrial Training School at Newton Highlands; Grammar School at Medford; Faulkner School at Malden; Maplewood School at Malden; Central Club at Somerville; Kernwood Club at Malden; Trinity Church in this city; Channing Church at Newton; Burnham building on Tremont street; Houghton & Dutton's stores; Lally & Collins building, corner Bedford and Washington streets; New King building, corner Milk and Broad streets; Marston's restaurant, Brattle street; Simmons building, Tremont street; E. D. Jordan's residence, Corey Hill; Henry D. Cobb's residence, Newton; Frank Bartlett's residence, Malden. They have also installed a number of isolated electric lighting plants, among them being one for the Revere Brewery at East Boston, Union Brewery and American Brewery at Roxbury, Public Market at Manchester, N. H., Jacob Wirth's restaurant on Eliot street, in this city. Their celebrated fire alarm for awakening the guests in hotels in case of fire, has been introduced in almost every hotel and large lodging house in this city and is being introduced throughout the country. The company is well known everywhere and its business is rapidly increasing, keeping its large force of skilled workmen constantly busy. The main office and store is at 48 Hanover street.

There have been six generations of the Redding family in this city, and they are well and favorably known as among the oldest and most reliable families, which have done business here for so many years. Since the recent developments in electrical science have brought this department of trade into such prominence, the Reddings have been in the front ranks in all the improvements, and are to-day among the foremost concerns in the business.

Geo. F. Doyle, 43 Dix street, Dorchester, does a general business as a carpenter and builder; and his work commends itself, as he is a first-class workman and very well known, and his specialty is working for the owner's interest.

E. R. Gregory, 75 West Dedham street, Boston, does all kinds of carpenter and building work, general jobbing and repairing. He has a well-equipped shop, where he is prepared to do all kinds of wood work, and in the very best manner. He does store and office fitting, house finishing, etc., and attends to all orders promptly and personally.

John B. McGregor, 108 Worcester street, Boston, does general carpenter and building work and jobbing of all kinds. He makes a specialty of building and repairing refrigerators, fitting up offices and stores, making window and door screens, etc. He is a skillful workman and is very prompt in attending to orders.

Felice J. Portunato, 207 Blue Hill avenue, Mount Pleasant, does all kinds of carpenter work, including building, jobbing and repairing. He is a very skillful workman, and has built up a very large and constantly increasing business. He is always ready to make estimates for new construction or repair work and attends to all orders promptly.

W. H. Teel, 9 Lime street, Boston, was formerly with the late W. A. Rawsonbut, and is now engaged in business for himself, doing house and decorative painting, graining and glazing. Mr. Teel has had years of practical experience in the business and is a careful and skillful workman. He attends to all orders promptly and in a satisfactory manner. Specimens of his work can be found on the Simmons estate, 40 Water street, and the Goddard estate, 19 Milk street.

D. J. Fitzgerald, 2692 Washington street, is a practical plumber and sanitary engineer, and although being a young man he commands a large business among the best class of customers. He has been in the business many years and is prepared to do anything in the line of plumbing, repairing and general jobbing, in a prompt and satisfactory manner; estimates are cheerfully furnished and all orders by mail promptly attended to.

The W. F. Webster Cement Company, with a well-equipped factory on Albany street, Cambridgeport, are the sole manufacturers of Webster's Original Elastic Cement for bedding slates, pointing stone, wood, iron, and repairing leaky roofs and chimneys. This cement has been extensively used in this city and vicinity, and the company has a very large trade all over the country.

The Kohler Furnace and Steam Heating Company was established in 1851, and are the original manufacturers of the Kohler Double Radiating Surface Hot Air Furnace, and patent combination steam, hot water, and hot air heating apparatus. The company do a very large business all over the country, and the works, which are thoroughly equipped with all the modern appliances, are located on Elmwood street, Roxbury. The warerooms are at 93 Union street, and 164 Blackstone street. The company manufacture and contract for the installation of heating plants for houses, public buildings, business blocks, etc., and their apparatus is well known everywhere.

John W. Cosden & Co., 246 Massachusetts avenue and 293 Hanover street, are among the well-known plumbers and sanitary engineers who have built up a large business and done some very excellent work in their line. They have done the plumbing and sanitary work on some of the largest and finest buildings in the city, and thoroughly understand all the details of the business.

JOSEPH W. BARRY, successor to James P. Moran, at 1 Park street, Charlestown, does a general business as a practical plumber. He makes a specialty of fitting up bath rooms, wash trays, wash bowls, shower baths, water closets, and all kinds of sanitary work, and will furnish estimates on application. He also does all kinds of jobbing, in the plumbing line. His is one of the oldest stands in the Charlestown District (having been established in 1865), from which the material and workmanship of some of the finest structures in and around Boston, as well as throughout New England, has gone forth.

JAMES M. THAYER, 94 Pearl street, is the inventor of the well-known Thayer Hot Water Heater, and is also the manufacturer of Thayer's Tip Top Hot Water Heater. The heater is the result of a careful and scientific study of the principles of heating by this means, and is one of the most practical and economical heaters ever produced. Mr. Thayer has put his heater into a great many buildings in this city and surrounding country, where it is giving the very best of satisfaction, and is very highly recommended by all who have used it. Mr. Thayer has had long and practical experience in the business, and thoroughly understands the requirements of a heating plant. He is prepared to meet the trade with the best of inducements. He is always pleased to give any information required, and will send catalogue and descriptive circulars to anyone requesting them. The following are a few of those using the Tip Top: Geo. M. Wilder, Newton Highlands, Mass.; H. L. Soule, Bird street, Dorchester, Mass.; Dr. J. F. Sherman, Virginia street, Dorchester, Mass.; P. P. Allen, two heaters, Harvard street, Dorchester, Mass.; J. Philbrick, Wabon street, Dorchester, Mass.; S. W. Wales, Geneva avenue, Dorchester, Mass.; J. A. Kimball, 38 Quincy street, Dorchester, Mass.; Adam Mason, Mt. Bowdoin avenue, Dorchester, Mass.; Geo. C. Scott, Savin Hill avenue, Dorchester, Mass.; J. C. Clark, Harvard street, Dorchester, Mass.; C. A. Clark, Langdon street, Dorchester, Mass.; W. T. Clark, North Cambridge, Dorchester, Mass.; C. L. Flint, Coolidge Corner, Brookline, Mass.; Otis Simonds, Belmont, Mass.; C. E. Gifford, Rockland, Mass.; H. W. Loveland, 57 Lincoln street, Hyde Park, Mass.; W. A. Darling, Maple street, Hyde Park, Mass.; S. H. Reynolds, Central avenue, Hyde Park, Mass.; H. Pothecary, Hyde Park, Mass.; J. S. Greenlaw, 166 E. River street, Hyde Park, Mass.; J. W. Allen, 31 Laurel street, Maplewood, Mass.; L. F. Small, one heater, Monataquot Heights, Braintree, Mass.; E. B. Parker, two heaters, Melrose Highlands, Mass.; H. W. Roby, Melrose, Mass.; Smith B. Harrington, Wollaston, Mass.; A. W. Wellington, Wellington, Mass.; Mr. Wadsworth, station agent, North Abington, Mass.; E. H. Bryant, road master N. Y., N. H. & H. R. R., Hanson, Mass.; U. S. Leather Co., 12 South street, Boston, Mass.; Grammar School, Easton, Mass.; L. S. Drake, Easton, Mass.; A. E. Hentz, two heaters, Beach Street, Roslindale, Mass.; G. B. Tibbetts, Roslindale, Mass.; Geo. L. Thorndike, 47 Maverick square, East Boston, Mass.; S. Lawrence, Arlington, Mass.; Southern Mass. Telephone Co., Church street, Brockton, Mass.; M. C. Laffir, two heaters, Newton, Mass.; Dr. P. J. Eaton, 131 N. H. avenue, Pittsburg, Pa.

GILMORE & KENNEY, 78 Conant street, Roxbury, do a general business as masons and builders. They do all kinds of brick and stone work, drains, sewers, etc., and have built up a very large business which is constantly increasing. They are both practical and experienced workmen, thoroughly competent and reliable. They have facilities for doing work in a first-class manner, and attend to all orders promptly. The following is a partial list of the many

buildings they have erected in the city of Boston: The Hermitage building on Willow street, eight-story building, West End; five-story dwelling, corner of North and Hanover streets; Hotel Glenwood, eight-story building on Warren street; four-story apartment hotel, corner of Warren and Savin streets; apartments, for S. Goldsmith, corner of Shawmut avenue and Ruggles street; Hotel McKinley, Green street, Jamaica Plain; livery stable at Boylston station, for Mr. Patrick Meehan; livery stable for Mr. Stokes, at West Roxbury station; apartment hotel for Mr. Peter Graffam, Brookline; large building for laundry, at House of Good Shepherd; apartments corner of Garrison street and Huntington avenue; apartments corner of Falmouth street and Huntington avenue; six apartment hotels, Dudley street, Mount Pleasant. Mr. Kenney, before starting in business has superintended large mills in Lawrence, also the construction of the home for intemperate women, at Longwood. Mr. Gilmore has also superintended the construction of many large buildings out of town. There are hundreds of smaller buildings we might mention, if we chose, but this list comprises the principal ones.

Among the contractors and builders at Roslindale, who have done considerable business in this city and vicinity, none are better or more favorably known than Thomas Condon, who does a general business as a contractor and builder, and also does all kinds of jobbing. He attends to all contracts promptly, and performs his work in a very skillful and workmanlike manner. He is always pleased to furnish estimates for any kind of building and contract work. He resides at Brandon street, corner of Penfield street, Roslindale.

G. A. Olson, 261 Bolton street, South Boston, does all kinds of mason work, having built up a very good business, and become well-known to the trade generally. He is a workman of long and practical experience, and is thoroughly competent and reliable He is always pleased to make estimates on any kind of mason work and attends to all orders promptly.

Henry Harrison, who established himself in business in 1894, as a practical hot water, steam, and gas fitter, is a man with the best of experience in his line, having been in the employ of two of the largest concerns in the city in this line for several years, doing a great deal of work, for which he has received much praise. Since beginning business on his own account, he has filled several contracts in a most satisfactory manner, and has recently secured two quite large contracts for gas work. He makes a specialty of house heating, setting new furnaces, arranging and installing hot water apparatus of all kinds, and does all kinds of general repair work, in a neat and workmanlike manner, guaranteeing satisfaction. He has several letters from parties for whom he has done work in his line, speaking in the highest terms of the work done, and the reliability of Mr. Harrison as a business man. His place of business is at 24 Lagrange street, and all orders, either by mail or otherwise, will receive prompt and careful attention.

William T. Eaton who has been identified with the building trade since 1868, is one of the best known contractors and builders in the city. He has an office at 178 Devonshire street, in the Hancock Building, and also in the Pilgrim Hall Building, 734 Broadway, South Boston. He does a general business as a carpenter, contractor and builder, and has erected a number of the well-known buildings in this city. Amog them being the Hotel Eaton, Hawes, Baxter, Hawthorn, Elsmere, Pilgrim Hall, and many others. He takes contracts for work anywhere in this state and is a thoroughly competent and reliable workman.

JOHN E. KELLY, 188 Sycamore street, Roslindale, late of the firm of Kelly and McKenna does a general business as a carpenter, having done a very large business in these lines in and around Boston. He is a thoroughly practical and reliable builder, and has the respect and confidence of all who know him. He is prepared to make estimates and take contracts for the erection of all kinds of buildings, and does the work promptly and satisfactorily.

ANDREW J. GRANARA, 149 North street, corner Fulton place, does a general business as a plumber and sanitary engineer. He is a thoroughly competent and reliable workman, with years of practical experience in the business. He does all kinds of sanitary drainage, ventilation and plumbing work, also, gas fitting and jobbing. All orders are promptly attended to and work is guaranteed satisfactory.

THE BROWN BROTHERS, at 194 Poplar street, Roslindale, do a general business as contractors, carpenters and builders, and have built up a very large and constantly increasing business. They are well known to the trade, and have the respect and confidence of their large list of customers and the public in general. They have had a great deal of experience in the line of building, and have constructed a great many buildings in and around Boston.

JOHN J. CRANITCH, 43 Milk street, does a general business as a carpenter and builder, having taken a great many cortracts for buildings, in this city and vicinity, which he has performed promptly and to the entire satisfaction of those by whom he was employed. He is well known to the trade generally, and stands very high as a carpenter and builder. He is always pleased to furnish estimates for the construction of buildings of all kinds, and is a thoroughly competent and reliable workman.

H. S. HUSSEY, 183A Harrison avenue, is a well-known building and jobbing mason, who has a very large business, which is constantly increasing. He has had a very large and practical experience, and is a thoroughly competent and reliable workman. He is always ready to make estimates and take contracts for any kind of work in his line, and attends to all orders promptly.

AMONG the plumbers who have built up a large and increasing business none have been more successful than W. A. Pearce & Co., whose office and shop is at 7 Province court, where they have every facility for doing all kinds of plumbing work in the most scientific manner. They make a specialty of all sanitary work, taking contracts for the complete equipment of buildings with everything in this line.

THE firm of Daly & Co., engaged in the roofing business, was established in 1873, and they do a very large business, which extends all over the state, and gives employment to a large number of workmen. They do roofing of all kinds, using gravel, slate, tin or any of the other roofing materials, furnishing the materials as well as laying them. They have offices at 1006 Tremont street, 25 Cabot street, Roxbury, and 197 Green street, Jamaica Plain. Among some of the large contracts for roofing which they have completed, are the Boston Belting Company's building, Pfaff's Brewery, Rockland Brewery, the Legion of Honor Hall building, a number of very extensive hotels, etc., for Mr. Patrick Meehan, Jamaica Plain, and a very large number of other equally notable buildings in this city and elsewhere. They keep a large force of skilled workmen constantly employed and probably do as large a business in

this line as any concern in this city. Their facilities are unsurpassed, and they are able to handle the largest contracts with ease and promptness. There is nothing in the way of roofing that this company are not able to do, and they are always pleased to give estimates on anything in this line.

F. W. Strickland, 112 Dover street, who established his present business in 1891, is a well-known carpenter and builder. Among the buildings which he has assisted in constructing, are the Knapp schoolhouse at Somerville, a large building in Waltham, and a great many notable structures in this city and vicinity. He makes a specialty of bowling alleys, remodeling buildings and general jobbing, having a large trade in Boston and in the suburbs.

Charles J. Mansfield, the well-known plumber, does a general plumbing business, making a specialty of fitting up in the most approved manner public and private buildings. His place of business is at 1114 Washington street, near Dover, with telephone connections. All orders promptly attended to.

George A. Cahill, room 6, Woolsey Block, Jamaica Plain, is a carpenter and builder, prepared to do all kinds of building in a first-class manner. Mr. Cahill has been in the business for a number of years and thoroughly understands every detail in connection with the proper construction of buildings. His residence is at 14 Newbery street.



THE HAMPTON HOUSE.

The Hampton House, located in Haymarket Square, is one of the largest and best hotels in this part of the city, and has a very large patronage. It is run on both the American and European plan, and the rooms are all large and airy, well furnished, and the house is provided with all the modern conveniences. Mr. E. P. White, the proprietor, is a well-known hotel man, and does everything to make his house attractive and home like.

Timothy Desmond, 3 Sachem street, Parker Hill, is an architect and builder, who has not only designed but built a great many of the handsome houses in Roxbury and vicinity. He thoroughly understands the business and is prepared to do anything in his line promptly and in a satisfactory manner. He is always pleased to make plans and estimates for the erection of new buildings of all kinds.

Thomas Carey, 1160 Tremont street, does a general plumbing business and deals in all kinds of plumbing materials. He carries a large stock of supplies from which he can fill all orders promptly. He also does all kinds of jobbing and repair work, and attends to all orders without delay.

The extensive business carried on by Edmund W. Seldon, with an office at 134 Eliot street, was established in 1887, and has been constantly increasing ever since. He is one of the best known builders in the city, making a specialty of remodeling and building structures of all

kinds. He has done many very large jobs in the way of remodelling old buildings, and has been wonderfully successful in the work. This is a line of the builders' trade that requires special experience, and Mr. Seldon has been long known as an expert in this line. He is also a carpenter and builder, and has erected a number of very handsome buildings within the past few years, one of them being the elegant Institute of Savings building, on Tremont street, at the corner of Lagrange.

The Charles River Iron Works, which have been established since 1860, are well-known manufacturers of steam boilers and plate iron work of every description. The works are located at Cambridgeport, and are equipped with all the latest and most improved machinery and appliances for doing iron work. The company does a very large business.

Frank L. Whitcomb, 113 Broadway, Cambridgeport, and 166 Devonshire street, does a general business as contractor, carpenter and builder. The business was established in 1886, and has been very successful. Mr. Whitcomb is well known among the trade and is very highly spoken of by all who know him.

John S. Rice is one of the well-known carpenters and builders who has built up a very extensive business in this city and vicinity, catering to the best class of trade. He has built a great many houses in this city and Roxbury, and is very highly spoken of by all who have employed him in any capacity. His place of business is at 70 Circuit street, Roxbury.

L. J. O'Toole and Frank Vose, under the firm name of O'Toole & Vose, do a very large business in the construction of apartment houses, stores, office buildings, etc., which they offer either for sale or rent. They have built a great many of the finest apartment houses in the suburbs of the city, and in this way added a great deal to the building up of the place. These buildings they have either rented or sold and then others have been put up. In this way they are constantly adding to the number of buildings, and they are of the very best class. As they do their own building, they do more careful and thorough work than when it is done on contract, and all their houses are fitted up in the very best of style with all the modern conveniences. They have had a great many years of practical experience in this kind of business, and know just what kind of buildings are demanded and suited to the times. They always have on hand a number of apartment houses for sale, also stores and suites for rent, and their terms are very liberal. The office is located at the corner of Northampton street and Harrison avenue.

T. Griffiths, 24 Harvard Place, opposite the Old South Church, Boston, does all kinds of carpenter and building work, making a specialty of building regulation bowling alleys, and fitting and finishing stores and offices. He has the very best of facilities for doing the work, and is a first-class workman, competent and reliable. He has erected bowling alleys for the Melrose Highlands club-house; 999 Artillery club-house, Charlestown; Arlington boat club; Glendon club, Everett; and Carruths', at 46 Hanover street.

David Currier, 21 Howe street, is a carpenter, builder and general jobber, having all the facilities for doing this class of work in the best manner and very promptly. He is a thoroughly competent and reliable workman and is well known in Dorchester, where he has built up a very good business which is constantly being increased. This gentleman can refer to the

following parties for whom he has done work: Mr. Franklin King, corner of Milk and India streets; Mr. Roderick A. Pepper, treasurer Boston and Bangor Steamship Company, Foster's wharf; Mr. E. P. Ewing, 56 Lawrence avenue, Dorchester; Mr. F. B. Snow, 54 Lawrence avenue, Dorchester; Mr. E. M. Davenport, Wheaton avenue, Dorchester; Mr. Horace M. Beckford, 71 Kilby street; Mr. Charles A. Cooley, treaserer Bay State Loan Company, 3 School street; Mr. Edwin I. Lewis, architect, 9 Park street; Mr. William Bearick, architect.

An entirely novel device for the perfect combustion of coal is the warm air and combination heaters manufactured by the Fales Combustion Company, 51 Charlestown street, Boston. By the construction of the fire box, which is on an entirely new arrangement, almost perfect combustion is secured and a great saving of coal is made. Economy in fuel is one of the most desirable considerations in the purchase of a house-heating apparatus, and in this heater it is secured in a greater degree than in any other furnace now on the market. It is constructed on carefully studied scientific principles, and has been brought to a wonderful state of perfection. It is easily cared for, and gives an even temperature which is easily maintained and controlled.

Patrick Joyce is one of the well-known stone masons and contractors of Roxbury, who has been established in business since 1887. He has done a great deal of work in this city and vicinity, including the stone work on All Soul's Church, Roxbury, the addition to the Barnum Museum at Tuft's College, H. E. Hardwick's house, Quincy, and many others. He is a thoroughly competent and reliable workman, with many years of practical experience, and is highly spoken of by everyone.

One of the well-known builders and masons in the Dorchester district, is Mr. W. W. Dromey, at 49 Howard avenue. He is a practical workman and has had a great many years of experience in and around the city, where he has done a great deal of building. He has the facilities for doing all kinds of work in his line promptly and in a most satisfactory manner.

P. W. Hayes and J. J. Mulvee, under the firm name of Hayes & Mulvee, do a general plumbing business, paying especial attention to drainage and ventilation, a department of the trade in which they have had a long and practical experience, having done a great deal of work in this line and having the best of facilities for carryng on the work in a scientific and satisfactory manner. Their place of business is at 526 Dudley street, Roxbury, where they attend to all orders promptly.

R. B. Moorhouse, who has a carpenter shop at 58 Troy street, near the corner of Albany, has the facilities for doing all kinds of carpenter work in a neat and satisfactory manner. He makes a specialty of jobbing and repair work, his shop being fitted up with the necessary tools, etc., for doing this kind of work.

John Y. Gillespie, 277 Boston street, Dorchester district, deals in furnaces, ranges, stoves, etc., also plumbing and plumber's materials of all kinds, and orders by mail or otherwise are always promptly filled. Mr. Gillespie has built up a very large and constantly increasing business and is well known to the trade.



THE EQUITABLE BUILDING, MILK STREET.



BUILDING OF A. SHUMAN & COMPANY, WASHINGTON AND SUMMER STREETS.



VIEW OF THE GROVE HALL CAR-HOUSE OF THE WEST END.



OLD EASTERN STATION, B. & M. R. R., FORMERLY ON THE SITE OF THE UNION STATION.

DELORY BROTHERS, 226 Pleasant street, are well-known printers and decorators. They make a specialty of interior decorations and have done a great deal of this class of work in and around Boston. They are very highly spoken of by their many customers and are doing a large and constantly increasing business. Their customers are among the largest and best-known property-owners, and their work is all first-class. The references of this firm are: Hotel Brunswick, Hotel Reynolds, Hotel Oxford, Abbottsford Hotel, American House, United States Hotel, Exeter Chambers, and others.

CHARLES E. WOODMAN, 9 Ferdinand street, is another of the well-known carpenters and builders who has been identified with the building interests of Boston for many years, and has put up a great many buildings in and around Boston. He does all kinds of building and jobbing work, having the facilities for performing the work promptly and in a satisfactory manner. He has had years of practical experience and is a thoroughly competent and reliable business man.

CHARLES H. DODGE, who established the business in which he is now engaged in 1870, is one of the well-known builders who has done a great deal of work in this city and vicinity. He does a general business as a contractor, mason and builder, and among the buildings which he has assisted in erecting are the John Hancock building on Devonshire street, the Art Museum, Wellesley College, Mason building, Watertown public library, and many others. He has an office at 23 Common street, and also at the Master Builders' Association, 166 Devonshire street.

L. GADDIS, 19 Harrison avenue, does a general plumbing and gas fitting business and is also a manufacturer of tin, sheet iron and copper ware of all kinds. He also does repairing and jobbing, repairing stoves, ranges and furnaces. He is a first-class workman and attends to all orders in a prompt and satisfactory manner.

J. O. WETHERBEE, successor to the old firm of Loyal Lovejoy & Company, of which firm he was a member, is located at 182 Causeway street. He carries a large stock of all kinds of building materials, including eastern and western pine, spruce timber and flooring, hard pine flooring and kiln dried stock. Mr. Wetherbee has one of the best lumber yards in the city and furnishes a large amount direct to the builder and consumer. The business has been established since 1837, and the yard is well known to everyone in the business. A good stock of California redwood shingles and lumber is carried, and orders are promptly filled, either for large or small lots.

FRANCIS F. MORTON, who in 1892 succeeded to the business of Morton & Chesley, one of the largest contracting and building firms in Boston and New York, is probably one of the best-known men in the business. The business was established in 1859, and the firm had a large business both here and in New York, having built a large number of office and business blocks and private residences in both cities. In 1892, the firm was dissolved, Mr. Morton taking the Boston business and Mr. Chesley the New York. The office is at 108 East Dedham street. Mr. Morton takes contracts for all kinds of building construction, and among some of the more notable structures which have been erected are the Providence R. R. station in this city, the Lowell station, the Providence City Hall at Providence, and ex-Governor Ames' elegant residence, and about three hundred on the Back Bay. The reputation of this firm is

too well known to need further comment, and Mr. Morton will, no doubt, maintain this reputation.

J. M. & G. F. Lane, who have a shop at 63 1-2 Bartlett street, Boston Highlands, do a general business as masons and builders, also whitening, whitewashing, coloring, and plastering. They also do drain-laying, and cellar cementing of all kinds. Their shop is equipped with all the facilities for doing work in their line in a first-class and satisfactory manner.

Charles F. Roberts, 5 East Springfield street and 11 Dudley street, is a carpenter and builder, doing all kinds of building and repair work, also making wire door and window screens to order. He is well equipped for doing the work in his line in a first-class and satisfactory manner and has a very good patronage.

Austin Ford & Son are dealers in North River flagging, blue stone and granite, and are agents for Bar Harbor red granite. Their Boston office is at 17 Otis street, and their main office and wharf at 31 to 39 Main street, Cambridge. They carry a very large stock, and are prepared to fill all orders promptly.

The Godfrey Electric Construction Company is the successor to the business of the Holtzer-Cabot Electric Company, which was for many years one of the largest and best-known electric companies in the city. The company does a general electrical business and has built up a very large trade all over New England. The place of business is at 38 Bedford street.

Neal & Preble, successors to James P. Neal, do a general business as masons and builders, making a specialty of setting and repairing boilers, furnaces, ranges and grates. They also do all kinds of jobbing at short notice. Their office is in the Master Builders' Association building, 166 Devonshire street.

C. H. Hardwick & Co., are manufacturers and dealers in fine granite monuments, tablets and markers. They use the very finest grade of granite, and their work is first-class in every respect. They furnish all grades of Quincy and other granites, and have the very best of facilities for finishing the work to suit customers. There is no handsomer or better quality of granite for monumental work than the well-known Quincy granite, and this company carries a large stock of it which they are prepared to work up in any design required. They have a large force of skilled workmen and are always pleased to furnish designs and make estimates when called upon to do so.

J. J. Kenney, 15 Lauriat avenue, Dorchester, does a general business as a practical plumber and sanitary engineer. He is well known to the trade and has a very high reputation as a competent and reliable workman. He has a very large patronage and his business is constantly increasing. He is always pleased to make estimates, and guarantees first-class work.

Costa Brothers, 40 Warren street, Roxbury, are engaged in the plumbing and tinsmithing business, and also deal in furnaces, ranges, and all kinds of tin ware, refrigerators and oil stoves, being agents for the well-known Lehigh Furnace. They make a specialty of repairing smoky chimneys, and do all kinds of jobbing and repair work. The telephone number is 41-4 Roxbury.

SLATTERY & Co., 17, 18 and 19 Charlestown street, are manufacturers of and dealers in doors, sash, blinds, glazed windows, door and window frames, mouldings, glass and all kinds of lumber. This firm has been established for many years and has always done a very large business. Their trade extends all over New England and they supply contractors and builders with everything in their line, having the facilities for filling orders for large or small amounts promptly and satisfactorily.

THE COLUMBIA ARCHITECTURAL AND BUILDING ASSOCIATION, with an office in the Ames Building, Corner of Court and Washington streets, do all kinds of architectural and building work, making the plans and contracting for the erection of houses, blocks or business buildings. The company has established an excellent reputation in our community. Parties desiring to have new buildings erected, plans and estimates made, will find this association competent and reliable in every respect. Mr. G. D. Mitchell is the manager, and is a well-known business man, who has had considerable experience in the building trade.

J. W. HANDY, with an office in Harvard square, Brookline, is a contractor, mason and builder. He does plastering, concreting, chimney building and repairing, also all kinds of jobbing. He is prepared to furnish estimates and take contracts for anything in his line, and attends to all orders promptly and in a satisfactory manner.

THE BLANDFORD BRICK AND TILE COMPANY are among the largest manufacturers of plain and ornamental building brick, of any desired color, from pure clays, making a specialty of buff and white, which are at present very much in demand for building purposes, and guaranteed to keep their color. The company also make fire brick and fire tiles of every description. They do a very large business, having offices at 72 Water street, Boston, and at 67 Lyman street, Springfield, Mass. They have furnished the brick and tiling for a great many of the prominent buildings in this city, and have a large trade all over New England. The yards and works are at Russell, Mass., on the line of the Boston & Albany railroad, giving them the very best of shipping facilities. The officers of this company are O. W. Norcross, president; A. J. Parks, treasurer; and G. L. Twichell, manager.

J. H. BROWN, 84 Chardon street, Boston, is the successor to the carpentering and jobbing business formerly conducted by T. S. Brown. Mr. Brown makes a specialty of fitting up stores, offices and counting rooms, and is a first-class workman. He has a very good trade and attends to all orders promptly and in a satisfactory manner.

J. F. ROGERS, 5 Folsom street, Roslindale, does a general business as an architect and builder. For the last ten years he has had a great deal of practical experience, and is thoroughly competent to take full charge of building operations, furnishing the plans and attending to all the details of the work, either old or new. He is always pleased to furnish plans and make estimates for all kinds of buildings.

A. G. MINTON, 17 Harvard place, Boston, does all kinds of carpenter and building work, making a specialty of fitting up stores, offices and counting rooms. He has the very best facilities for doing the work, and makes counters, desks, shelving, etc., to order. He is always pleased to make plans and estimates, and is very prompt in attending to orders.

William Bassett, 39 Dundee street, Boston, is a dealer in real estate, making a specialty of suburban property. He has constantly on hand a very large number of desirable residences, building lots, and other property for sale, and is always pleased to show them to any one looking for such, either as investments, or homes.

William C. Hebb, whose office and factory is at 34 Lagrange street, does a general business as a carpenter and builder. He also does all kinds of jobbing, having the facilities for getting out the stock and doing the work promptly and in a very satisfactory manner. He has had a large experience in the trade and is a thoroughly reliable and competent workman.

Geo. W. Branch, 20 Union street, Boston, does a general business as a practical plumber and gas fitter. Mr. Branch is a man of long experience in the business and is thoroughly competent and reliable. He is prepared to furnish the materials as well as do the work, and has a large trade in Boston and suburban towns. Some of the large buildings that Mr. Branch has done work in are: Robert Treat Paine's residence at Waltham, Mass.; American Rubber Works, Cambridge, Mass.; Dr. Bryant's house, Cohasset, Mass.; and several others. Some of the large buildings that Mr. Branch has done since being in business for himself, are the Searles Mansion at Block Island, Rhode Island; Everett Piano Company, Boston, Mass.; Dr. Charles Minot's house and stable, at Milton, Mass.; and Mrs. A. R. Thayer's house, at Tiverton, Rhode Island; also Mr. Richards' house, Cambridge, Mass.



BUILT BY CUMMINGS & MOREHOUSE.

Cummings & Morehouse, of Boston, do a general business as contractors and builders, doing all kinds of construction work in this city or elsewhere. They have been in the business for a number of years and are now well established and well known, having done a great deal of work which has given them a splendid reputation and been the means of securing for them a constantly increasing amount of business in their line. They have the facilities for furnishing plans and designs for residences or other buildings, and doing all the work in connection with their prompt and satisfactory construction. In addition to buildings for others, they have a number of houses for sale, all of which are in desirable locations, thoroughly built and equipped with the modern conveniences. Anyone desiring to engage with a thoroughly competent and reliable firm for the construction of a building of any kind will find Cummings & Morehouse one of the best and squarest in the city. They have an office at 22 Elmont street, Dorchester, and Mr. Cummings' residence is at 10 Durham street, Boston.

The Beckwith Elevator Company, 19 Pearl street, manufacturers and dealers in electric, hydraulic, belt and hand power, passenger and freight elevators of all kinds. The elevators made by this company are carefully constructed, the best of materials being used, and

everything in the way of modern improvements and safety devices are provided. They make a specialty of Beckwith automatic and half-automatic gates and doors, which are especially recommended for safety and convenience. They are simple, cheap, durable and efficient. The mechanism is so constructed that the gate cannot get out of its guides, but is raised and lowered smoothly without any sudden drop, and is not affected by rust and grease as all gravity gates must be. If anything obstructs the gate, the elevator passes on without damage to gate or obstacle, entirely eliminating the danger attending the use of any other wholly automatic gate. There are over five thousand in use in mills and business houses in New England. The company do all kinds of repairs on elevators, whether of their own or other manufacture, furnish fire-proof shutters, tin lining, ventilators, red iron bars, ropes, etc., and have all the facilities for doing the work promptly and skillfully.

Isaac G. Hamilton does all kinds of carpenter and building work. He has a shop at 4 Mall street, corner of Harrison avenue, Boston, where he has facilities for doing all kinds of jobbing and repair work. He is prepared to do store, office and counting room fitting, and attends to all orders for anything in his line very promptly.

Thomas H. McDonald & Company, 1644 Washington street, Boston, are practical plumbers and sanitary engineers, making a specialty of drainage and ventilation, also open plumbing of all kinds. Estimates furnished at short notice. Among the buildings which they have done are: Deerfield Hotel, James Street; Dr. T. M. Roach's house, Commonwealth Avenue; and Thornton Academy of Music, Saco, Maine.

James C. Smith, 113 Warren street, Roxbury, and 93 Albany street, Boston, does all kinds of roofing and repair work, using slate, metal or composition. He also makes and puts up copper gutters and conductors, cornices and chimney tops, ventilators and sky-lights. Mr. Smith does a very large and constantly increasing business and is very well known to the building trade generally.

Robert H. Pickett, makes a specialty of cleaning and pointing masonry, paying particular attention to brick work. Mr. Pickett has an order box at the Master Builders' Association rooms, 166 Devonshire street, and all orders left there will receive his prompt and personal attention. He has a very good business and does first-class work.

The old and well-known firm of Waldo Brothers, dealers in building materials, was established in 1874, and has always done a very large and successful business. This company are importers and dealers in all kinds of building materials, and represent the Perth Amboy Terra Cotta Company.

Among some of the more prominent buildings for which they have furnished the material are: terra cotta and front brick for Boston Public Library, Tremont Temple, Jordan Building on Bedford street, King Building on Broad street; J. T. Andrew's residence on Commonwealth avenue; Hastings Hall, Cambridge; Bell Telephone Building, John Hancock Building, and many others. They have also furnished the fire proofing for the Globe, Albion, Bell Telephone Buildings and the Boston Tavern. This concern is the largest dealer in building materials in New England, and are doing a very large and constantly increasing business.

The rapid and widespread development of the construction of large office buildings within the past few years, has led to the design of various types of floor construction, in which a combination of lightness, strength, fire-proofing and economy are aimed at.

These types may be divided into two classes: First, the well known hollow firebrick arch construction; second, a concrete arch strengthened by metal in some form or other.

After years of experimenting with concrete in various forms, Mr. Wm. Orr, superintendent of the New Jersey Wire Cloth Co., invented and patented the Roebling Fire Proof Floor Construction, believing it to be superior to any known method, from the high efficiency resultant from its application of scientific principles, and the consequent lessening of the dead weight of the floors and partitions in a building, as compared with the methods heretofore in vogue.

The purpose of the Roebling method is security for life and property against fire, and the collapsing of heavily-loaded buildings.

That it secures the results for which it is designed, will be apparent to any architect or engineer, who will examine into the construction as used on some of the large buildings in this city, during the past year.

The Roebling Standard Wire Lathing needs no introduction to the architects and builders of this city, as its superior qualities, for use in fire-proof construction have long since been well demonstrated.

Special forms of wire lathing are manufactured and carried in stock, for use on any work where wire lathing can be employed, and special plans drawn when required.

The New Jersey Wire Cloth Co., manufacturers of the above construction and also of the lathing, have during the past year opened an office at 69 Pearl street, this city. The factory and main office are in Trenton, N. J.

D. L. Reardon, 355 Broadway, South Boston, does a general business as a plumber and dealer in plumbers' supplies, stoves and tin ware. He carries a good stock and is able to fill all orders promptly. He has been in the business for a number of years in South Boston, and is well known as a square and honorable business man.

Henry C. Allen, at the corner of Warren street and Harrison avenue, does a general business as a carpenter and builder, also all kinds of jobbing and repair work. He is prepared to take contracts for the erection of new buildings or the repair and refitting of old ones, and is a first-class workman in every respect.

Arthur P. Olson, 64 Brookside avenue, Jamaca Plain, is a carpenter and builder, being prepared to erect buildings or do repairing and jobbing. He thoroughly understands the business and is reliable in every respect. He has done a great deal of work in Jamaica Plain, and is well known in that vicinity. He is always ready to draught plans and make estimates for new work when called upon to do so, and attends to all orders promptly.

Geo. W. Perkins, 21 Avery street, corner of Mason, Boston, makes a specialty of gas piping, either the putting in of new pipe or repairing old. He has had a great many years of practical experience at this particular branch of the plumbing trade and thoroughly understands every detail of the work. He has an order box at the Master Builders' Association, 166 Devonshire street.

FRANCIS VALLEE, 1196 Harrison avenue, at the corner of Dudley street, Boston Highlands, is a carpenter and builder, doing all kinds of wood work, office and store fitting, house finishing and repairing, and general jobbing of all kinds. He pays special attention to jobbing and repair work, and is a first-class workman.

SPRAGUE & NUGENT, Haymarket square, are well known as sign painters and advertising sign contractors. They make a specialty of office and marble tablet lettering, and do a very extensive business all over the city, and are also prepared to do work anywhere in New England.

JOHN CALLAHAN, 78 Dover street, does plumbing, gas fitting and furnace work, and deals in stoves, ranges, furnaces, oil stoves, copper boilers, and kitchen furnishing goods. He has a shop where he does all kinds of repairing, and does tin plate, sheet iron, and copper work to order. He is an experienced workman and attends to all orders promptly.

A. B. EVANS & Co., 19 River street, off Beacon street, does slate, metal and gravel roofing, and general jobbing in the line of tin and sheet metal work. He puts up and repairs gutters and conductors, ventilators, shutters, and elevator well tinning, etc. They have the very best facilities for doing the work in a first-class manner, and their trade extends all over the city and beyond. The following is a partial list of buildings which they have done work upon: Hopkinson School, 29 Chestnut street; Paine Memorial building, Appleton street, the dog and cat home, Brighton; The Curtis, Mt. Vernon street; the Tavern Club, Boylston place; and a large number of other buildings.

JOHN FEENEY, 15 North Grove street, does a general roofing business, using either slate, tin, copper or composition. He also puts up gutters and conductor pipes, and does a general repairing trade. He has built up a very good business and is very highly spoken of by all who have employed him in any capacity. He has done the work on the following buildings: Massachusetts General Hospital, City Hospital, L. M. Merrill's buildings on Newbury street, Marlboro street, Commonwealth avenue and Beacon street; Hotel Vendome on Commonwealth avenue; West End Street Railroad car stables in Everett, Huntington avenue, Grove Hall, Brighton and Mount Auburn; all work on the estate of George F. Parkman, 33 Beacon street; Lucy's buildings, corner of Eustis street and Harrison avenue; the John Trull estate; C. E. Richards' estates on Hammond street, Kilby street, State street and Washington street; Basset and Thomas buildings on West Newbury street, Marlboro street and Beacon street extension, and also Parker street; the Charles C. Whitney estate, and several others.

JAMES FLYNN, 76 Sudbury street, does all kinds of architectural iron and metal work, and is the manufacturer of Flynn's patent folding fire escape ladder, iron buildings and bridges, iron beams and columns, iron stairs, jail work, railings, fences, finals and crestings, and all kinds of builders' iron work, blacksmithing and jobbing. Some of the buildings for which Mr. Flynn has furnished the iron work, are the Brighton High School, Somerville High School, iron stairs for Court House, Boston, stairs and ornamental railings for Castle Square Theatre, iron stairs in new building at corner of Winter and Tremont streets, and Trinity Church, Boston.

Parry Brothers & Company, 10 Broad street, Boston, are dealers in all kinds of brick, and are also agents for the sale of eastern brick. The company have yards at Belmont, Cambridge, and at Concord, New Hampshire, and have a capacity of two hundred and fifty thousand per day. They do a very large business, having a good trade in and around Boston. They are prepared to fill orders for brick in large or small quantities, and for any purpose, and all orders are promptly attented to.

J. B. Williams, 66 Trinity Terrace, Copley square, Boston, does all kinds of house, store and office painting and decorating, graining, glazing, tinting, coloring, kalsomining, whitening, paper hanging, white-washing, etc. He also cleans and polishes furniture, front doors, vestibules, etc. Mr. Williams is prepared to furnish estimates for anything in his line and guarantee satisfaction in the execution of the work. He employs only first-class workmen, and specimens of his work can be seen at the Victoria, Kensington, Hamilton, Oxford, Exter Chambers, Thorndike, Park Square, Columbian, Huntington, Abbotsford, Ludlow, Algonquin Club, the Atlantic Hotel, Nantasket; Grundeman studios, Copley Hall; Exchange Building, State street; Emmanuel Church, Somerville; Episcopal Church, Hyde Park; the Berwick, Commodore Knights yacht, "The Kittie", and Dixon Brothers' boats, Women's Educational Industrial Union building, Boston & Maine Railroad Company, and Young Men's Christian Association.

Walter Stedman, 12 Cherry street, near Washington, does all kinds of carpenter and building work, general jobbing and repairing. He is prepared to do store, office and counting-room fitting, house furnishing, etc. He is well-known as a careful and skillful workman, and is thoroughly reliable in every respect.

Josiah Rhodes, 360 Cambridge street, Allston, is a plumber and dealer in stoves, ranges, furnaces, hardware, tinware, etc. He is also prepared to do tin roofing, and repair work of all kinds. He has good facilities for doing the work in a first-class manner, and guarantees satisfaction.

Bennett & Rice, 55 1-2 Sudbury street, Boston, do all kinds of work in connection with steam and hot water heating, and combination heating, having the facilities for doing all kinds of pipe and coil bending, boiler setting, etc. They do a very large business and are employed by the largest builders in fitting up new buildings with heating apparatus. Specimens of this firm's work can be found in the John Carter building, 100 Federal street, Walker, Oakley & Co., South street, and the attractive residences of Major Chadwick, at Cushing avenue, Dorchester, and Arthur Jones, corner of Washington street and Gardner road, Brookline.

C. H. Hardwick & Co. are manufacturers and dealers in fine granite monuments, tablets and markers. They use the very finest grade of granite, and their work is first-class in every respect. They furnish all grades of Quincy and other granites, and have the very best facilities for finishing the work to suit customers. There is no handsomer or better quality of granite for monumental work than the well-known Quincy granite, and this company carry a large stock of it, which they are prepared to work up in any design required. They have a large force of skilled workmen, and are always pleased to furnish designs and make estimates when called upon to do so.

J. T. Phelan of 17 Brattle square, Cambridge, is a well known practical plumber and sanitary engineer, having had twenty-six years experience, has a very large and growing business all over New England. He makes a specialty of remodeling the plumbing of residences. Soil and drain pipes tested by a patented process.

The Pennock Electric Company, with offices in the new Carter Building, at the corner of Washington and Water streets, are the manufacturers and dealers in the Pennock Electric Light and Power systems, which are at present attracting the attention of everyone interested in the electrical business. This system it is claimed by the company furnishes cheap and safe electric power, and is adapted to all kinds of electric work wherever power is used. All the inventions and improvements of this company are thoroughly covered by letters patent, and this company is the sole owner and manufacturer. A specialty is made of installing electric lighting plants, the great economy of the system being one of the features. As showing the comparative cost of this system over all others, the company give the following figures as the cost of a plant complete. A plant with a capacity of 500 lights, costs $3,000, the cost per lamp being $6.00, and the maintenance per lamp per year, including labor, $3. Larger plants cost less in proportion, as for instance a 5000 light plant is put in for $10,000, making the cost per lamp only $2.00, and the average cost of maintenance per lamp per year, including the labor, is reduced to only $1.00. They are always pleased to hear from those interested in electric light or power plants, and are ready to make estimates and plans for the complete installation of lighting or power plants.

R. H. Hills, 34 Beverly street, Boston, does all kinds of architectural and general wood carving, making a specialty of high grade work for decorative purposes, in the new and elegant office buildings that are now being built all over the city. Mr. Hills has done a great deal of work for Boston builders and is very well-known to the trade.

Charles Wylie, carpenter and builder, 33 Province street, off School or Bromfield streets, was first established in 1870, at 2 Jackson place, off Winter street. He has been a carpenter for fifty years and has done a great deal of work in this city. He rebuilt the Burnham building at 74 Tremont street, next to Tremont Temple, and others, and razed the building corner of Tremont and School streets, formerly on the site of the new addition to the Parker House. He has electric jaives in his well-equipped shop. He does all kinds of wood work, remodeling stores and buildings, making and putting in store fixtures, making and repairing photograph cameras, and does all kinds of jobbing and general repair work.

Edward E. Wells, with a shop at 10 Pitts street, Boston, is prepared to do all kinds of carpenter work, office and store fitting, house finishing, jobbing and repairing of all kinds. He has the facilities for doing work of this kind in a first-class manner, and attends to all orders promptly and in a satisfactory manner.

T. J. Farquharson, Branch avenue, Dorchester, does a general business as a carpenter and builder, general jobbing and repair work of all kinds. He is prepared to furnish plans and make estimates for the construction of all kinds of new buildings, and has the very best of facilities for doing the work in a prompt and satisfactory manner.

JOSEPH J. PICKETT does a very good business as a pointer and cleaner of masonry. This is an important part of the work in finishing up a brick or stone building, and needs to be done carefully and by a man of experience. Mr. Pickett has had years of experience and is well-known to the trade. He has an order box at the Master Builders' Association rooms, 166 Devonshire street, and resides at 21 Western avenue, Cambridgeport. Mr. Pickett has done work on the New Old South Church, New Court House, New Public Library, store of R. H. White & Co., and many others.

THE PEARL SQUARE AUGER COMPANY, with a factory at Rochester, N. H. and a Boston office at 24 Kingston street, are just introducing a novelty in the way of augers. This new tool is very simple in construction, and yet it accomplishes wonderful results. It is the only auger that makes a square hole, mortise, or gain, with a rotary motion, and the improvement in this company's hand and power boring machine is equally great over those now in use, as their augers are superior to the old style auger.

These augers are made of the best English steel, and all the bearings are case hardened, and all parts are interchangeable. The spindle is hollow, to be filled with oil to keep the tool from heating when run at a high rate of speed and in hard wood. The spur point is detachable and can be renewed for a few cents when worn out without throwing away the tool.

The auger for boring square holes can be instantly changed to bore ordinary round holes, so that either round or square holes can be bored with the same tool. Another point about these augers is, that they are made with adjustable feed for soft or hard wood.

Every carpenter and builder should send for a circular, and be convinced of the great saving in time and labor gained by the use of this auger.

The company make augers of all kinds, both round and square, also power and hand boring machines. These augers and bits are made for use in ordinary bit braces, hand boring machines, and for power mortising and boring in mill work.

The demand for these augers is very large, and comes from all over the country, the company being kept very busy filling orders.

The company is always pleased to show its goods and the work they are capable of doing, and will send descriptive circulars, etc., upon request, to any address.

EDWARD DUGGAN, 6 Linden Park street, Roxbury, does a general business as a practical plumber, gas fitter and sanitary engineer, being prepared to do anything in this line in a neat and workmanlike manner. He has had years of experience at the trade and always gives the best of satisfaction. He has built up a very good business which is constantly increasing.

THE PARK SQUARE HOTEL, located opposite the Providence depot in Park Square, has a large number of furnished rooms, and every modern convenience for the accommodation of the guests. It is run on the European plan, and its cafe is first-class. The location of the house is convenient, being near the depots, and only a few minutes' walk from the business centre of the city. G. W. Bixby is the proprietor, and he has made the house very popular.

GEORGE G. BAKER is one of the well-known masons and builders, having an office in the Master Builders' Association Building at 166 Devonshire street, Boston. Mr. Baker is prepared to take contracts for the erection of all kinds of buildings, and also does all kinds of jobbing. He is always pleased to make plans and estimates when called upon to do so.

ARTHUR L. HERSUM, 27 Province street, Boston, does all kinds of sanitary plumbing, making a specialty of drainage and ventilation. Mr. Hersum was formerly with Hawthorne & Son, and has had years of practical experience, so that he is able to do the work in a most skillful and scientific manner. He attends to all orders personally, and is very prompt in doing the work. Mr. Hersum has done plumbing in the four-story building of J. K. & C. L. Hersum, 43 Western avenue, Cambridgeport; at W. G. Harris's house, Beach street, Revere; and has done considerable work for A. L. Murdock, some of which was at the corner of Huntington avenue and Gainsborough street; also the residence at Magnolia, Mass., of Professor Moore, of Harvard College; and a great many others.

COLLINS & RICHARDS, 129 Portland street, are engaged in metal working, doing all kinds of fancy brass, bronze, iron and wire work for building purposes, store fitting, etc. They have the very best of facilities for doing this kind of work in a first-class and satisfactory manner.

DEAN BROTHERS, corner of Wheatland avenue and Whitfield street, Dorchester, do a general business as practical plumbers, making a specialty of jobbing work. Both members of the firm are practical and experienced workmen, and do nothing but first-class work. They have built up a very good business, and are well-known in Dorchester and vicinity.

THE firm of L. D. Willcutt & Son, contractors and builders, are among the best known and most extensive builders in the city. The firm is a member of the Master Builders' Association, and has its office in the Association building at 166 Devonshire street. This firm built a very large number of the best and most costly residences in the city, several of them costing more than $100,000. They take special pains with all their work to have it first-class in every respect, and the large patronage which they have testifies to the success with which their efforts in this direction have met. They stand very high among the trade and have an excellent reputation for square and honorable dealing. Their facilities and experience adapt them especially to the construction of private residences of the best class finish. They are always pleased to submit plans and estimates.

ONE of the expert and practical contractors for steam and hot water heating apparatus in New England is Thomas Ferrie, 72 Pearl street, who has had years of experience in the business and is thoroughly acquainted with every detail of the work. He has equipped a very large number of buildings in and around Boston and is very highly spoken of by all. He furnishes plans and specifications for all kinds of heating apparatus, and with his long experience he is able to do this work in a most scientific manner. Mr. Ferrie has built up a very large patronage, and has as his customers some of the best and most extensive builders.

Index to Advertisements and Descriptive Articles.

	Ads.	Articles.
Aberthaw Construct[illegible] Co	109	362
Adams House	237	411
Ahern, M	389	
Allen, Henry C	389	510
American [illegible]chitect & Building News Co.	151	
American Fire Proofing Co., The	191	382
American Radiator Co	165	404
Ames & Joscelyn,	241	470
Anderson & Johnson	99	457
Arkinson, W. F. & Co	159	449
Armstrong, D. B. & Co	347	
Asbestos Paper Co. The	125	437
Austin & Stone's Museum	197	470
Automatic Gas Machine Co., The	233	406
Arey Brothers	303	481
Ayers, Melvin D	301	476
Aylward, Edward	391	
Badger, E. B. & Sons	209	364
Bailey, E. W. & Co	157	454
Bailey, J. W. & Sons Co	221	455
Baker, George G	317	514
Baldrey, Samuel G	351	493
Barbour-Stockwell Co	331	382
Barker, George H	277	420
Barlow, T. L	397	484
Barron, G. A	351	464
Barry, Joseph W	357	499
Bassett, William	383	508
Bay State Brick Co	121	400
Bearse, Owen & Son	367	462
Beckwith Elevator Co	211	508
Bell, William G. Co., The	289	445
Belledue, C. H	111	430
Belyea, Fred W	357	442
Bennett, E. A	247	
Bennett & Rice	397	512
Bertram, James	357	464
Bertwell, W. E. & Co	357	443
Berry & Ferguson	217	382
Biesty, John & William	371	
Bilafsky, B	159	439
Bixby Brothers	239	413
Black, Robert	213	474
Blair, Isaac & Co	155	380
Blandford Brick & Tile Co	315	507
Bogart, I. H	357	472
Boston Automatic Fire Alarm Co	175	409
Boston Belting Co	227	366
Boston Blue Print Co	273	394
Boston Fire Proofing Co	177	390
Boston Furnace Co	133	444
Boston Galvanizing Works	269	468
Boston Hotel	379	
Boston & Maine Railroad	461	493
Boston Wharf Co	113	404
Boultenhouse, C	243	
Bourne, George F	355	492
Bousquet F. & Co	145	
Boyce, William J	353	472
Boyce, Gallagher & Co	123	413
Boyd, R. E	339	
Boyd, William	365	
Boyden, L. E	267	424
Bracelin, Charles	399	
Bramhall & Co	367	
Branch, George W	365	508
Brauneis, John M	261	
Bray, C. A	229	474
Brennan, S. & Co	381	426
Brewer, Elias & Co	117	470
Brigham's Hotel	333	488
Brown Brothers	195	501
Brown, Joseph	339	
Brown, J. H	363	507
Brown, P. M	351	
Brown, Robert F	177	482
Brown, T. S	227	392
Brownell Milton C	87	421
Buckley, Daniel	355	
Bulley, J	283	
Burditt & Williams	87	438
Burke Brothers	371	
Burnham & Davis	291	488
Burnham, G. T	153	427
Burt, J. H. & Co	127	454

	Ads.	Articles.
Butcher Polish Co	225	432
Cabot, Samuel	173	382
Cahill, George A	163	502
Callaghan, Thomas	339	
Callahan, John	351	511
Cameron, J. C	219	496
Campbell, J. P	351	492
Campbell & Hurley	341	
Cape Ann Granite Co	281	422
Carey, Thomas	359	502
Carlisle, E. A., Pope & Co	157	437
Carpenter-Morton Co	125	402
Castle Square Hotel		478
Castle Square Theatre	470	478
Cavanagh, John, & Son Building Moving Co., The	425	424
Chandler & Barber	191	427
Chapman, C. C	330	
Chapman, E. M	359	
Charles River Iron Works	355	503
Charles River Stone Co	287	451
Chem-Electric Manufacturing Co	173	477
Cherry, R. E	281	
Chipman, Samuel T	213	
Chisholm & Sullivan	201	477
Christen, J. E	151	471
Chute & Bagloe		428
Clark, C. E	183	483
Clark, E. A	271	
Clark, E. W. & Co	165	470
Clark, W. L. & Co	187	487
Clark's Hotel	145	413
Clark & Smith	397	
Cleaves, Stephen A	197	
Clinton Wire Cloth Co	97	421
Coburn, Frank G	303	440
Cochran, R. E	215	421
Cogan, Edmund J	313	
Colcord, B. F. & Co	127	412
Coleman, J. C	335	
Coleman & Murphy	349	493
Collins & Richards	347	515
Columbia Architectural & Building Association, The	319	507
Condon, Thomas	189	500
Conlan & Maybeck	125	463
Connolly, T. H	311	463
Coon, John J. & Co	265	
Cooper, Charles	337	480
Cooper, J	341	476
Cooper, M	297	
Copley Square Hotel	219	416
Cosden, John W. & Co	261	498
Costa Brothers	339	506
Coughlin, T. J	337	
Cram, D. Henry	101	448
Cranitch, John J	201	
Craig & Conley	285	
Crawford, Angus	383	
Crawford House	207	463
Crawford & Young	207	441
Creber, F. C	349	
Croft, J. T. & Co	341	
Crosby, M. D	339	492
Crouss, G. D	303	
Cruickshank & Teed	245	487
Cuddihy, John J	119	406
Cullen Brothers & Co	193	
Cummings & Morehouse	251	508
Cunningham, Lawrence	375	
Curley, Martin J	351	
Currier, David	263	503
Cutter & Parker	283	420
Cutting, Bardwell & Co	329	481
Daly & Co	305	501
Danforth, W. E	367	451
Darling Brothers	353	456
Darlow Brothers	269	496
Davis, Jos. H	215	388
Davis, W. T. & R. A	367	
Dean Brothers	295	515
Decker Brothers	233	424
DeLaney, John C., Moulding Co	231	449
Delany J. S. & Son	233	48
Delorey Brothers	287	44
Densmore, Chas. D. & Co	379	4
De Rosay, D. Warren	383	
Desmond, Timothy	243	
Dodge, C. A. & Co	141	390
Dodge, C. H	341	503
Dodge, F. W. & Co	89	437
Dolan, William J	307	455
Dolbeare, Wm. L	117	491
Donlan, John F	159	
Douglass, A	387	
Douglas, Elisha & Co	307	
Doyle, Geo. F	365	497
Driscoll, H. W	345	
Dromey, W. W	175	50
Duff, T	469	
Duggan, Edward	387	51
Duggan, T. H	229	

	Ads.	Articles.
Dunn, Isaac H	295	462
Dupont, Henry C	193	477
Eaton, William T	315	500
Edgerton, John	397	
Eddy, Leace W. & Co	271	468
[illegible], Otis	349	470
[illegible]nd, H. J	343	
Electric Heat Alarm Co	327	438
Elektron Manufacturing Co	153	374
Elston, A. A. & Co	179	496
Elston, M. & Son	293	420
Emery W. & Co	171	
Emery & Stuart	405	
Emergeney Fire Extinguisher Co. (Incorporated)	105	398
Estabrook's, R. Sons	225	380
Estes, A. S. N	349	468
Evans, A. B. & Co	391	511
Excelsior Fire Extinguisher Co	305	460
Fairbanks Co., The	185	372
Falconer Manufacturing Co	379	492
Fales Combustion Co	403	504
Falmouth House, The	223	
Farquharson, T. J	363	513
Feeney, John	407	511
Felkin, A. C. & M. L	173	466
Felton, B. W	167	465
Fennell, William	365	
Ferrie, Thomas	259	515
Finneran, W. F	181	462
Finnerty, Daniel G	377	
Fitzgerald, D. J	393	498
Fitzpatrick, W. J	143	470
[illegible]iske, Homes & Co	90	394
[illegible]lemming, C. W	377	
[illegible]ewelling, R. J	323	444
[illegible]nn, James	377	511
[illegible]lynn, John J	423	464
Folsom Snow Guard Co	169	433
Ford, Austin & Son	373	506
Ford, Edwin, & Frederick Brooks	379	
Forrest, A. W	403	
Franklin, Albert B	85	386
Fratus Brothers	193	453
[illegible]reeman, H. S	253	
Frost & Adams	181	431
Frost Brothers	153	433
Fuller, Seth W.	107	456
Fuller & Warren Warming & Ventilating Co	373	378
Fuohs & Wangler	223	
Furber, O. E	197	487
Gaddis, L	469	505
Galvin, James J	189	487
Gately, William	259	489
Gay, C. M	355	
Gay's Hotel	253	
Gerry & Northup	367	462
Gilchrist & Taylor	311	460
Gillespie, John Y	315	504
Gilmore & Kenney	259	499
Gilpatrick, J. W	353	497
Godfrey Electric Construction Co	353	506
Godfrey & Thomas	355	493
Gooch & Pray	109	421
Gordon, William	353	453
Gould, Charles E	245	442
Graham & Cameron	367	
Granara, Andrew J	235	501
Gray, Edwin W	135	455
Gregory, E. R	403	498
Griffiths, T	375	503
Gulesian, M. H	169	466
Gutlon, Morris	245	
Gutrow, David	393	
Haliwell, G. S	247	476
Ham & Carter	167	433
Hamilton, Isaac G	373	509
Hammond, C. A	317	
Hampton, C. H	215	483
Hampton House	215	502
Hand, James B	395	
Handy, J. W	395	507
Hanlon, P. F	317	
Hardwick, C. H. & Co	371	506
Harold, M	393	484
Harrison, Henry	131	500
Hathaway's, A., Sons	311	487
Hayes, James H	395	
Hayes & Mulvee	213	504
Hayward, W. J	209	480
Hebb, William C	223	508
Hennessey, William	405	
Hersey, Ira G	107	
Hersum, Arthur L	405	515
Herthel, F. J	229	474
Hickey, T. L. & Co	391	
Hicks, S. D. & Son	299	392
Hill, J. J. & Co	399	
Hill, Joseph W		490
Hills, R. H	407	513
Hodgdon, C. W	127	396

	Ads.	Articles.
Hodge, E. & Co	325	414
Hogaboom, William O. & Co	253	455
Holian Brothers	405	
Holland, J. B	337	
Hollis Street Theatre	210	400
Holmes Brothers	321	428
Holmes, J. H	231	475
Holt & Bugbee	365	
Holt, S. L. & Co	240	386
Hotel Bellevue	283	458
Hotel Brunswick	135	376
Hotel Oxford	143	432
Hotel Randolph, New	307	
Hotel Savoy		467
Houghton, J. F. & Son	361	429
Hoyt, A. H. & Co	337	473
Hughson, William	385	447
Hunt, Harry	93	471
Hunt, Henry H	183	465
Huntington, The	327	426
Hurley, P. G	303	
Hussey, H. S	265	501
Hygienic Refrigerator Co., The	199	389
Imhof, Joseph	397	
Ingalls & Kendricken	89	443
Jacobs, Louis H	323	
Jarvis Engineering Co	435	434
Jefferson, William J	347	
Jerome Decorative Co	269	480
Jewett Lumber Co	265	489
Joblin, W. J	213	450
Johnson, Thomas J	245	460
Johnston, J. J	271	481
Johnston, T. E	297	
Jones, Arthur D	93	490
Joslin, Arthur W	279	
Joyce, Patrick	295	504
Judson, John	209	
Julien, F. X	217	467
Keane, M. J	187	492
Kearney, M. O	177	489
Kearney, Thomas F	341	
Kellar, John H	165	472
Kelly, P. P	221	
Kelly, John E	235	501
Kelley, J. P	351	
Kelley, Frank B	347	463
Kelleher, Jeremiah M	375	
Kenney, J. J	253	506
Kendall, Edward & Sons	355	503
Keyes, W. H. & Co	85	37[illegible]
Keylor, Thomas & Co	351	
Killian, John H	355	47[illegible]
King, Charles & Co	209	42[illegible]
King's Windsor Cement	169	43[illegible]
Kinney, A. F	349	46[illegible]
Kohler Furnace & Steam Heating Co	309	49[illegible]
Kuhner, Fritz	257	
Lally & Montague	407	
Lamb, B. F. & Co	377	48[illegible]
Lane, J. M. & G. F	345	50[illegible]
Lanesville Granite Co	281	43[illegible]
Lash, Augustus F	167	41
Lawrence, J. A	327	
Lemmler, Charles	157	
Letteney, C. F	133	
Lincoln, George H. & Co	435	484
Lippincott, Stephen J	333	46[illegible]
Lockhart, W. & Co	403	
Logan, James J	399	
Logue, Charles	241	49[illegible]
Long, Thomas J. & Co	367	45[illegible]
Lord, Charles J. & Co	171	
Lovering Brothers & Soule	241	43[illegible]
Loudon Brothers	93	46[illegible]
Lumb, William & Co	81	3[illegible]
Lynch, Edward	131	[illegible]
Lynch, P. G	295	
Lyons, J. H	301	
Macallen, W. T. C. Co	175	
MacDonald, Donald, Agt	349	
Mack & Moore	189	
MacKenzie, Robert	403	
Magee Furnace Co	147	4[illegible]
Magneso-Calcite Fire-Proof Co	309	4[illegible]
Malone, T. J. & Co	277	
Mansfield, Chas. J	141	
Marble & Enamel Mosaic Co	141	
Marble, James H	275	
Marlboro Hotel, New	333	
Marston, J. M. & Co	369	
Martin, L. & Co	175	
Massachusetts Heating & Ventilating Co	329	
Mason, W. A. & Son	335	
Mathews, H. H	167	
Matthews, William, Jr	211	
Mattson, John	147	
Maverick House	393	

	Ads.	Articles.
Maxwell, William R	241	449
McArdle, James W	89	445
McDermott, P. H	359	
McDonald, Thos. H. & Co	377	509
McDonald, Dougald	375	
McDonnell & Sons	137	427
McDougall, Anthony J	341	
McGahey & Byrne	323	467
McGilvray, Alexander	229	474
McGinniss, E. C	407	
McGregor, John B	365	498
McInnes, L	309	
McKay Brothers	291	483
McKay, C. L	239	
McKenna, Edward F	349	
McKenzie, A. L	209	480
McKinnon, N	315	
McLaughlin, Manus	337	
McLean, Malcolm	123	447
McLean, W. J	389	
McLellan, A	375	471
McLellan, John A	359	
McLellan, J. A	285	
McNamara, John & Sons	419	418
McNeil Brothers	203	384
McNutt, J. J	159	463
McPhail, George E	339	
McPherson, M	403	
McVarish & Hennigan	375	488
Mead, Mason & Co	111	438
Mechanics' Iron Foundry Co	129	437
Merchants' Hotel	179	432
Merz, G	259	488
Milford Pink Granite Co	101	374
Miller, Robert & Co	81	438
Miller, William L	363	
Miles, George	319	415
Minton, A. G	373	507
Mitchell & Sutherland	301	481
Monaghan, E. W	189	480
Monk, Carl F	205	478
Monson, Maine, Slate Co		492
Moore, Edward & Co	375	
Moore & Woods	171	464
Moore & Wyman	97	439
Moorhouse, R. B	263	504
Morgan, T. J	285	496
Morrill, J. M. E	269	433
Morris, E. C., Safe Co	125	
Morrissey, M. J	375	
Morrison, William D	379	
Morrison & Rackley	363	
Morse Brothers	195	480
Morse, L. Foster	179	471
Morse, W. H	199	483
Morton Brothers	359	464
Morton, Francis F	285	505
Morton, Mathew	257	496
Moss, Charles E	283	475
Mulkern, M. J	343	476
Murphy, James H	187	477
Murray, Thomas	343	
Murtfeldt, W. A	107	415
Nagel, Jacob	397	
Neal & Preble	353	506
Nelson Brothers	187	496
Nielson, Carl S., & Co	83	422
New England Adamant Co	359	487
New Jersey Steel and Iron Co	331	398
New Jersey Wire Cloth Co	405	510
Norcross Brothers	115	368
Norton Door Check & Spring Co	91	392
Norton Iron Co	239	384
Noyes, C. A. & Co	353	
Nutter & Seabury	123	408
O'Connell, D. M	243	
O'Connor, T. W	307	
O'Hearn, P	345	
O'Leary, Thomas	277	
Oliver, Elmus C	385	
Olson, Arthur P	393	510
Olson, G. A	329	500
O'Neill, James	307	492
O'Neil & Sons	379	
Orne & Lawrence	239	
O'Toole & Vose	251	503
Page, David P	340	
Paige, J. C., (See Index to Illustrations)		484
Palmer, D. N	397	484
Park Square Hotel	385	514
Parker House	139	446
Parker & Page	341	457
Park Theatre	205	430
Parry Brothers & Co	407	512
Pearce, W. A. & Co	121	501
Pearl Square Auger M'f'g Co	401	514
Pemple Brothers & Co	373	
Pennock Electric Co	459	513
Penshorn, G	407	
Perkins, George W	405	510
Perry, Matthews & Buskirk Co	303	422
Phelan, J. T	401	513

	Ads	Articles.
Phelps, Franklin S. & Co	279	465
Pickett, Joseph J	401	514
Pickett, Robert H	391	509
Piper, Erastus E	263	481
Plummer, R. B., Jr	267	496
Polsey, J. F	81	448
Porter & McInnes	391	
Portunato, Felice J	395	498
Powers Regulator Co., The	377	489
Priesing, J. W. & Son	425	
Quincy House, The	201	431
Quinton, J. E	235	
Reardon, D. L	399	510
Redding & Co., Jerome	321	497
Redmond, C. D	119	439
Rendle, W. S	273	415
Reynolds, Milton F	403	
Rhodes, Josiah	391	512
Rice, John S	233	503
Rice, S. A	399	
Richardson & Young	279	
Rideout, M. E. & Co	313	420
Riley, Isaac	275	
Riley, Peter A	387	
Roberts, Charles F	379	506
Roberts Iron Works Co	221	426
Robinson & Co	391	
Robinson, Enoch	293	483
Rockport Granite Co	281	430
Rockwell, Benjamin	267	429
Rockwood, A. G	153	440
Rodday, R. J. & Co	387	
Rogers, J. F	195	507
Rogers, O. T., Granite Co	371	469
Root, W. A. & H. A	323	436
Rosenberger, Joseph	297	490
Rounds, W. J	275	480
Rowen Brothers	149	370
Ruggles, H. R	243	
Sampson, Walter S	207	408
Sanborn, W. A	147	441
Sanby, William	313	457
Sands, M. W	267	443
Schneider, Peter	181	
Scott, A. J. & A	387	
Scribner, Wm. E	223	489
Scullion, William	339	
Seaboard Lumber Co	399	
Sears, Joshua	145	477
Seldon, E. W	405	502
Shaw, J. J	275	481
Shearman, John	297	442
Shepheard, Arthur W	183	
Sheriffs, Wm. E	405	
Shultz Belting Co	117	410
Silberstein, I. & J. Shoolman	179	
Slakin, H. A	265	468
Slattery & Co	201	507
Slattery, Richard P. & Co	103	433
Small Brothers	313	442
Smith Brothers	193	475
Smith Desk Co., The	255	402
Smith, G. W. & F., Iron Co	151	390
Smith, James	183	457
Smith, James C	389	509
Smith & Tower	399	484
Soule, L. P. & Son	111	441
Sprague & Nugent	387	511
Squire, D. G	209	474
Stanley, J. E	393	
Stearns, A. T., Lumber Co., The	93	410
Stedman, Walter	395	512
Stetson, A. M. & Co	203	388
Stiles, H. Linwood	303	422
St. Nicholas Hotel	301	489
Storey, J. C. & Co	261	
Strickland, F. W. & Co	391	502
Studley Brothers	293	476
Sturtevant, B. F., Co	103	411
Sullivan, M. F	263	429
Sullivan, W. J	161	390
Sutherland, J. A	395	
Swan, J. Edwin	395	
Swan, Thos. F	121	444
Swanton, Michael	347	
Sweeney, J. E	277	
Sweet, Wm. T. & Co	131	413
Tancred, James P	365	
Tarbox, I. F	143	476
Teel, W. H	365	498
Thayer, James M	235	499
Thomas, D. W	385	
Thorn, Thomas J	337	471
Tingley, Lee	279	
Touchet, Albert E	353	488
Trafton, S. P	233	
Treworgy, W. H	395	451
Tripp, Benjamin F	165	447
Tucker, Isaac N	89	468
Tucker, James & Sons	353	487
Tufts, George M	287	
Turners Falls Brick Co	329	484

	Ads.	Articles.
Ufheil, Joseph & Co	203	432
Vallee, Francis	385	511
Van Malder, J. & W	389	
Van Noorden, E. & Co	133	409
Varnerin, J	335	
Vendome, The	135	364
Vickery, J. A. & Son	135	396
Vinal, Warren D	257	481
Waldo Brothers		509
Walsh & Kearns	247	
Walters, John J	355	
Ward, R. D. & Co	345	
Warnock, James	405	
Warren, Fred C	293	450
Washburn, D. & Sons	327	412
Watt, Lewis C	393	
Wetherbee, J. O	407	505
Weaver, George E	309	
Weaver, Isaac	101	454
Webster, Dixon & Co	435	
Webster, W. F., Cement Co	399	498
Wells, Edward E	389	513
West End Roofing Co	181	
West End Street Railway		485
Whalen, M. J	173	463
White, Nicholas	207	432
White, Richard A	193	450
Whitcomb, Frank L	317	503
Whittle, Charles P. (See Index to Illustrations)		
Whittier Machine Co	95	368
Wight, E. A	389	
Wilbur, J. E	257	481
Wilkinson, A. J. & Co	163	477
Willcutt, L. D. & Son	119	515
Williams & Daly	311	493
Williams, George	227	474
Williams, J. B	389	512
Williams, T. J	343	472
Wilson, J. B	387	
Wood, Barker & Co	101	448
Woodbury & Leighton	99	376
Woodman, Charles E	359	505
Woodman, R., Manufacturing and Supply Co., The	417	475
Wylie, Charles	387	513
Young's Hotel	139	446
Ziegler Electric Co	417	473

Index to Illustrations.

Page.

Building, formerly corner Dock Square and Ann Street (now North) 18
First House in Boston 20
Faneuil Hall 21
Granite Market House and Faneuil Hall 22
Museum Corner Bromfield Street 23
The Massachusetts General Hospital, Blossom Street 24
Old State House 25
The State House, Beacon Street 26
The Custom House, State Street 27
Boston Dispensary, Bennet and Ash Streets 28
The Merchants Exchange, State Street 29
Hancock House, Beacon Street 30
First Meeting House in Boston 31
First Church 34
The Old South, Washington Street 35
Christ Church, Salem Street 36
King's Chapel, Tremont Street 37
Eliot School, North Bennet Street 38
Adams School, Mason Street 39
Franklin School, Washington Street 40
Mayhew School, Hawkins Street 41
First Latin School, North side of School Street 42
Hawes School, Broadway, South Boston 43
Third Latin School, South side of School Street 44
Smith School, Belknap (now Joy) Street 45
Bowdoin School, Myrtle Street 46
Boylston School, Fort Hill 47
Building Corner Essex and Kingston Sts ..... opp. 50
The Pierce Building ..... opp. 50
F. L. Ames Building ..... opp. 51
Lincoln Building ..... opp. 51
Chamber of Commerce Building ..... opp. 58
Youth's Companion Building ..... opp. 58
Columbia Theatre ..... opp. 59
Mechanic Arts High School ..... opp. 59
Boston Herald Building ..... opp. 74
Shreve, Crump & Low Building ..... opp. 75
S. S. White Dental Company's Building ..... opp. 75
Technology Building ..... opp. 90
Boston Public Library ..... opp. 90
Boston Journal Building ..... opp. 91
State House ..... opp. 100
City Hall ..... opp. 100

Page.

Faneuil Hall ..... opp. 100
Post Office ..... opp. 100
Bell Telephone Building ..... opp. 101
Carter Building ..... opp. 101
Exchange Building ..... opp. 101
Exchange Club Building ..... opp. 101
Power House W. E. S. Ry. ..... opp. 101
The Kensington ..... opp. 114
High School, Brighton ..... opp. 114
Agassiz Grammar School, Jamaica Plain ..... opp. 115
Ames Building ..... opp. 115
Mechanics' Iron Foundry Building 129
Hotel Brunswick ..... opp. 134
The Vendome ..... opp. 135
New Old South Church ..... opp. 135
Mellin's Food Building ..... opp. 152
Haddon Hall ..... opp. 153
Boston Art Club Building ..... opp. 153
Works of J. W. Sullivan 161
Works of M. H. Gulesian 169
Interior Boston Stock Exchange ..... opp. 186
Museum of Fine Arts ..... opp. 187
Quincy House 201
Chadwick Lead Works ..... opp. 204
Old Colony Railroad Station ..... opp. 205
B. A. Atkinson Furniture Co. Building ..... opp. 205
The Hemenway Building ..... opp. 205
Mason & Hamlin Building ..... opp. 216
Farlow Building ..... opp. 217
Worthington Building ..... opp. 217
Carter, Carter & Killam's Building ..... opp. 218
Park Square Railroad Station ..... opp. 218
Conservatory of Music ..... opp. 219
Interior Hollis Street Theatre ..... opp. 219
Falmouth House 223
Works of R. Estabrook's Sons 225
Cathedral of the Holy Cross ..... opp. 232
First Baptist Church ..... opp. 233
Bethany Baptist Church ..... opp. 233
Clarendon Street Baptist Church ..... opp. 240
Park Street Church and Granary Burying Ground ..... opp. 246
Central Congregational Church ..... opp. 247
Church of the Messiah ..... opp. 247

Page.

Building Commercial Wharf and Atlantic Ave. ..... opp. 262
Boston & Albany Railroad Stations ..... opp. 263
New Fire Department Headquarters ..... opp. 268
New Primary School ..... opp. 268
John H. Pray's Sons & Company Building ..... opp. 269
Dormitory of Milton Academy ..... opp. 269
Portrait of John S. Damrell 274
The Thorndike ..... opp. 286
Front and side view of Exchange Building ..... opp. 286
View of Cutting Shed of Charles River Stone Company ..... opp. 287
Interior Grocery Store Furnished by The William G. Bell Company ..... opp. 288
Store of Cobb & Yerxa, Interior furnished by The William G. Bell Company ..... opp. 289
Ex. Governor Oliver Ames' Residence ..... opp. 300
Residence of the late F. L. Ames ..... opp. 300
New Tremont Temple ..... opp. 301
New Armory First Corps Cadets ..... opp. 301
Works of George Miles 319
Works of E. Hodge & Co. 325
House of Representatives ..... opp. 326
Algonquin Club House ..... opp. 327
The Grand Hotel ..... opp. 340
United States Hotel ..... opp 340
John Hancock Building ..... opp. 341
Somerset Club House ..... opp. 341
Trinity Church ..... 115 and opp. 368
Central Congregational Church ..... opp. 369
Fiske Building ..... opp. 372
Henry L. Pierce School ..... opp. 373
Prince School ..... opp. 373
Devonshire Building ..... opp. 384
Homeopathic Dispensary ..... opp. 384
Union Congregational Church ..... opp. 385
People's Temple, Methodist ..... opp. 385
Lockhart Building 392
Maverick House 393
Old Fitchburg Station ..... opp. 398
Old Lowell Railroad Station ..... opp. 399
Hollis St. Theatre 400
Court House 408
Mutual Life Insurance Building ..... opp. 410
Pope Manufacturing Company Building ..... opp. 411
B. F. Sturtevant Company Building ..... opp. 411
Copley Square Hotel 416
Portrait of John McNamara 418

Page.

Portrait of John J. McNamara 419
Portrait of Jerome J. McNamara 419
Exeter Chambers ..... opp. 420
First Church of Christ ..... opp. 420
Residences built by Milton C. Brownell ..... opp. 421
Portrait of Carl S. Nielson 422
The Huntington 426
Ware Hall ..... opp. 426
St. Mary's Church ..... opp. 427
First Presbyterian Church 428
Hotel Oxford 432
Kossuth Hall, Roxbury ..... opp. 432
Hotel Belvoir ..... opp. 4
Residence built by J. M. E. Morrill ..... opp. 4
R. H. White's Building ..... opp. 45
Portrait of J. M. E. Morrill 432
Portrait of John Mattson 434
Portrait of Frank G. Coburn 440
John C. Paige Insurance Building ..... opp. 442
Sever Hall ..... opp. 443
Interior Grocery Store showing Roll Top counters furnished by The William G. Bell Company ..... opp. 444
Interior Grocery Store, furnished by The William G. Bell Company ..... opp. 445
Interior of store, furnished by The William G. Bell Company ..... opp. 446
Parker House 446
Portrait of John C. DeLaney 449
Interior of Drug Store, furnished by Charles P. Whittle ..... opp. 457
Suite Hotel Bellevue 458
International Trust Co. Building ..... opp. 460
University Club House ..... opp. 460
The Union Station ..... opp. 461
Hotel Savoy 467
Buildings erected by M. A. Slakin ..... opp. 468
The Windermere 469
Y. M. C. A. Building ..... opp. 469
Ziegler Electric Co. Building 473
Grand Foyer Castle Sq. Theatre 479
Portrait of Charles Logue 493
Hampton House 502
Equitable Building ..... opp. 504
Shuman's Building ..... opp. 504
Grove Hall Car House ..... opp. 505
Old Eastern Station ..... opp. 505
Residence built by Cummings & Morehouse 508

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